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APRIL, 1961

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Transit Topics

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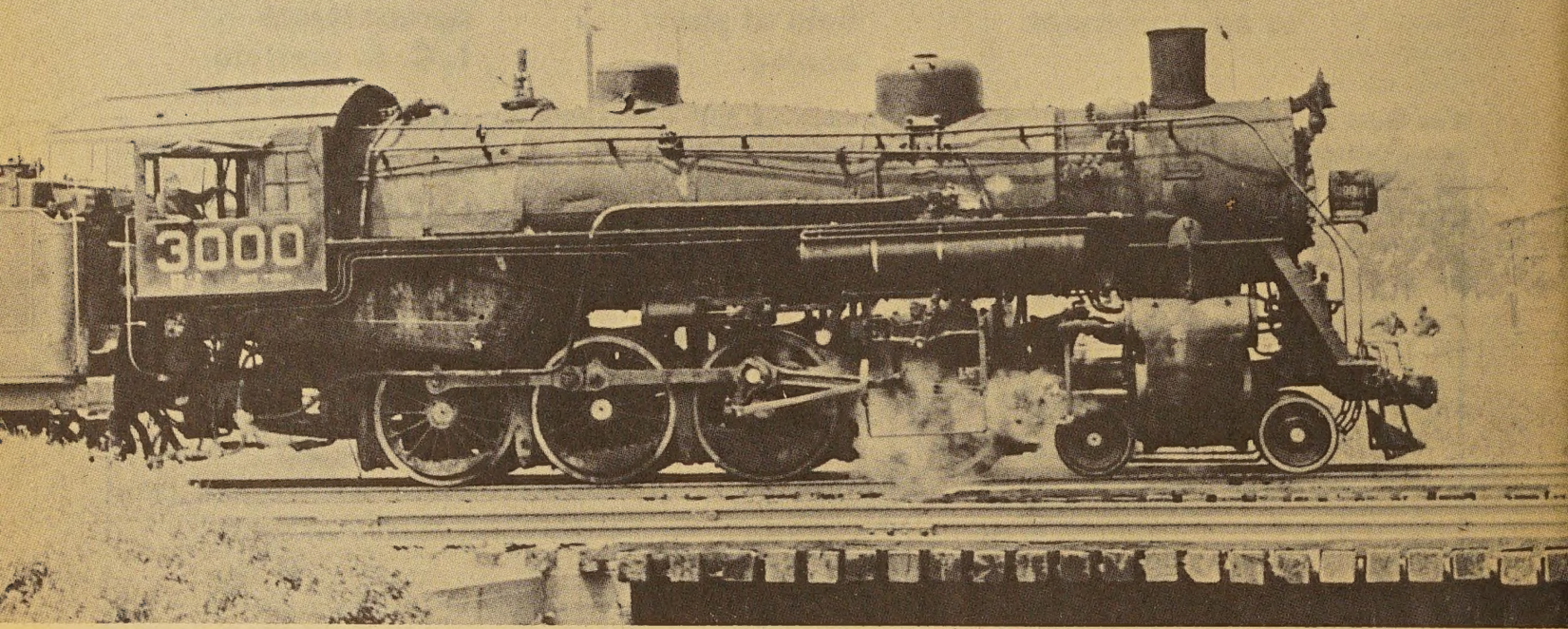

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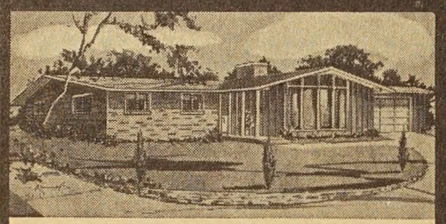

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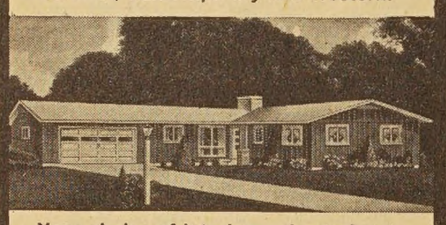

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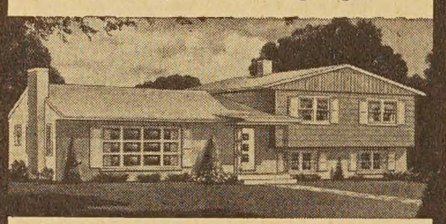

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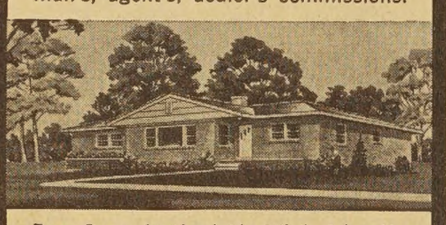

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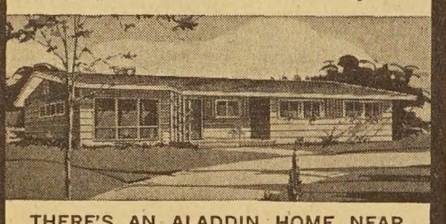

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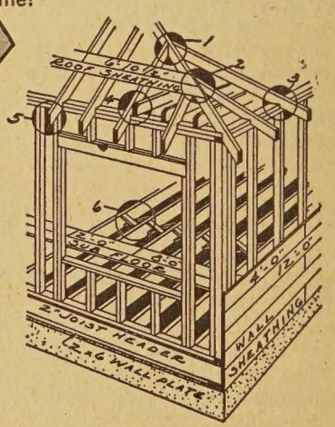

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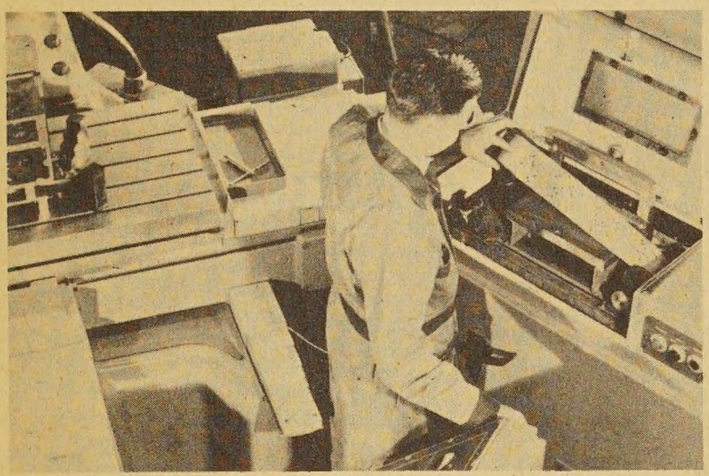

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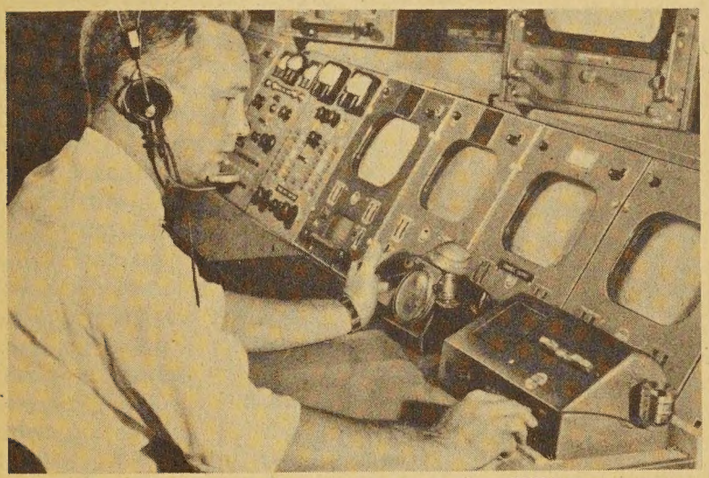

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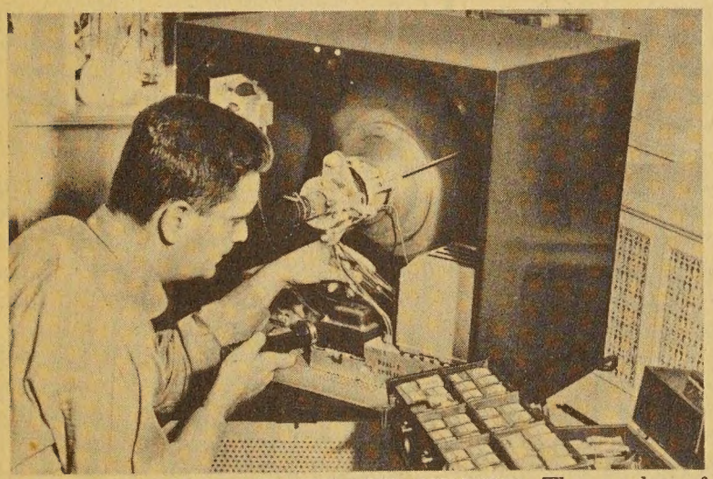

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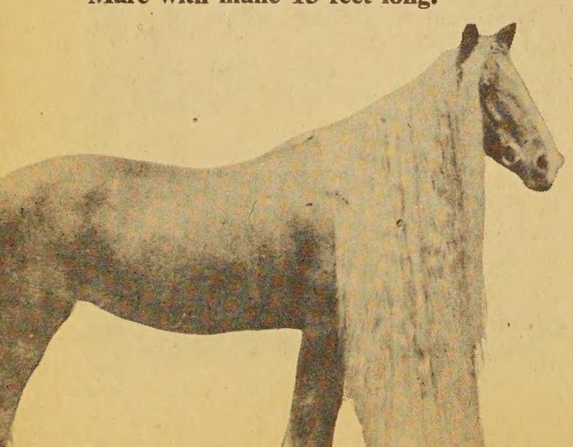
"Your magazine's photography and your *Hobby Club* are excellent," writes Brandon Rich, 110 Highland Pkway., Rochester, N.Y., "but your policy of introducing railroaders' daughters now and then is ridiculous." (Other readers, please comment. Shall we cut out the girls?)

"If you can't beat 'em, join 'em." Union Pacific RR. is following this slogan with regard to one form of competition. As part owner of Calnev Pipelines Co., the UP is helping to build a 225-mile addition to an oil pipeline already operating. The addition will run from Colton, Calif., through Cajon Pass to Las Vegas, Nevada.

"Thanks to Sy Reich for that notable steam-power roster in your Feb. issue," writes Hargis Westerfield, 6248 Sturdy Ave., Cincinnati 30, Ohio. "My wife, Nancy, enjoys *Railroad* as much as I do. She is one of the relatively few women who follow this hobby in their own right, not merely because their men are railfans. We like your fiction stories. Keep them coming!"

Another couple in which both man and wife are genuine railfans is Herb and Betty Tone Summers, 55 Vandam St., New York City. Herb is a printer. If you need a good railfan printing job, Herb is the man to see. Betty is a professional artist. You may remember her SP steam-train picture on our Aug. '58 cover. Who knows other man-and-wife teams of active railfans?

Mare with mane 13 feet long.



Pullman-Standard is building 1,800 new coal-hopper and gondola cars for the Louisville & Nashville.

"Where can I buy an old steam locomotive, 0-4-0 or other small type?" asks John Tyler, Rose Hill, Woodbury Heights, N.J.

Two great new electronic yards have been opened since our previous issue went to press: the B&O setup at Cumberland, Md., with 33 classification tracks, and the Canadian National's Moncton Yard in Nova Scotia, 40 classification tracks, automated by General Railway Signal Co. The latter is Canada's first yard with full automation.

The 4-train wreck described in Feb. *Railroad*, page 32, occurred on the old New York & New Haven main line," writes Francis Donovan, 101 Winthrop St., RFD, Medway, Mass. "The train that ran head-on into the Southbridge local was a fast freight. The through passenger train was the *Long Island & Eastern States Express*. Engine 31 was a 2-6-0, not a yard goat." ●

SOME odd creatures have traveled by rail, according to J. D. Walker, Box 444, Martin, Tenn., but one of the oddest was a Palamino mare named Organ Beauty whose 13-foot mane trailed the ground far behind her when she walked.

"She toured the country from 1885 to '93 with the Jim Jackson Show in a privately-owned railroad car," he writes. "My father, J. B. Walker, rode that car and took care of Organ Beauty. He washed and combed her fabulous mane like a lady in a beauty parlor. After each showing he'd plait the hair and roll it up, only to let it down just before she went on exhibition again.

"The ornate car drew crowds wherever it went, coupled behind passenger trains. A parade wagon, wooden sculpture overlaid with gold leaf, displaying Organ Beauty posters and pulled by six white horses, would take the show from the railroad siding to the exhibition lot in the morning and back again at night. The wagon and horses were carried in the car from one city to another. You should have seen the inside of that car: show people, animals, equipment. A wrestling bear that sometimes got into mischief. A young woman with a pretty face but shaped in such a way that she could not possibly walk except on all fours. And the prize mare.

"One stormy night at Coney Island, New York, a bolt of lightning killed Organ Beauty. That broke up the show. Jim Jackson made a brave attempt to carry on. He had a taxidermist stuff the mare's hide for display. But her superb mane no longer impressed the public. 'It's a fake,' they said." ●

A BATTERY of gas-fired radiant heaters has been installed by the Long Island Rail Road on a wind-swept stretch of Jamaica station platform to keep passengers warm while they are waiting for trains on cold wintry days. The "comfort zone" is heated with invisible infra-red rays. Such rays don't actually warm the air. They are absorbed by anything or anyone in their path, warming only those objects or persons. They also help to solve the problem of snow on the platform. ●

Sandra Epperson

A SANTA FE signal maintainer named W. O. Epperson is the only person we know of who was ever paid for working on a September 31st. His daughter Sandra tells us about it. The company made a mistake, of course, but even today the girl chuckles over it. Sandra lives at 942 Jefferson St., Galesburg, Ill., and is attending Monmouth (Ill.) College on a scholarship. Her father has been railroading for more than 32 years in all kinds of weather.

"At home," she says, "we dread sleet and electrical storms, for they usually mean a telephone ring calling him out to a job. Being on call 24 hours a day is dangerous when you work with storm-damaged electrical equipment. Long hours without rest are often part of the job. Sometimes Dad is summoned for a freight derailment. A few years ago he helped to clean up a passenger-train wreck in which many persons perished. On another occasion, a co-worker came in contact with a high-tension wire carrying 33,000 volts, but artificial respiration saved his life." ●

DID you notice the unusual oilcan on the tender pictured in Dec. '60 *Railroad*, page 40? The following explanation comes from "Carload Andy" Ospring, a retired Vandalia Line engineer, 1322 N. Ontario St., Burbank, Calif.:

"Every Vandalia locomotive from 1869 to 1909 carried two such cans plus the usual tallowpot. One held an extra gallon of valve oil, the other an extra gallon of engine oil. There was no such hard grease on the Vandalia prior to 1909. Engineers were often bawled out for using so much valve oil, even on freight-car hotboxes when they really wanted to make a meeting point. After the hard grease came along, the additional cans were taken off, but each engine continued to carry a gallon of engine oil and a tallowpot filled with

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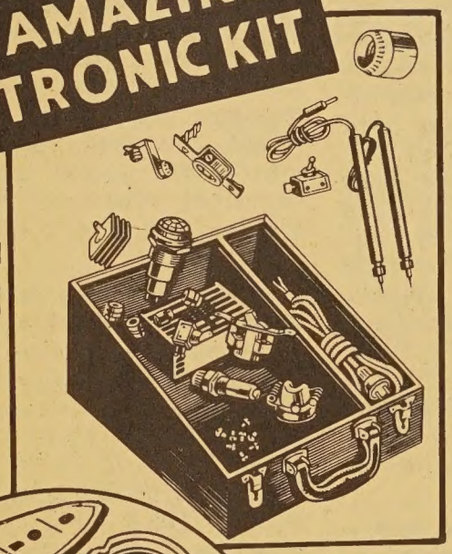

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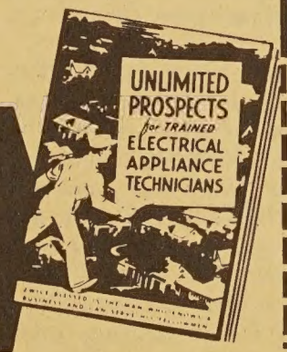

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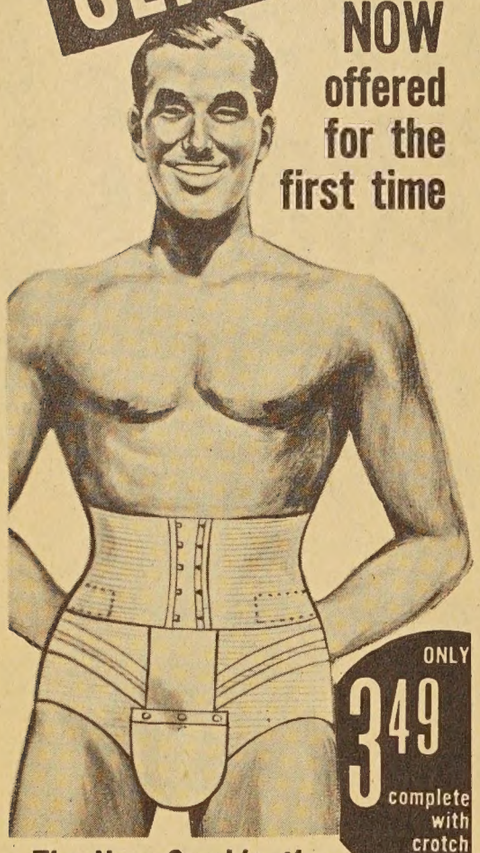

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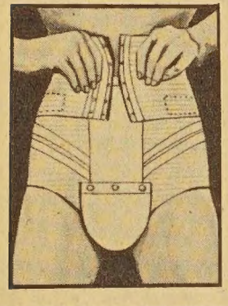

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Rush for ten days approval the new Figure Slimmer. After wearing for ten days, I can return it for full refund of purchase price if not satisfied.

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valve oil. That change saved the company a lot of money. They no longer had to buy valve oil by the carload.

"In early days, valves were lubricated with pure tallow oil, but around 1894, the year of the Pullman Strike, there appeared a valve oil composed of mineral oil and tallow in equal parts. Old-time engineers like my father, 'Dutch Andy' Ospring, found the old-fashioned tallow a better valve lubricant than the combination." ●

ANSWERING a question in our last issue, "Does any other railroad pass under a cemetery?", William Berman, 230 Ocean Pkway., Brooklyn, N.Y., says the New York Connecting Railroad, operated by the New Haven, passes under the Lutheran Cemetery at Glendale, Long Island, emerging beside the BMT's Myrtle Ave. line. ●

THE ORIGINAL Canadian Pacific 2-10-0's were rebuilds of the famous 0-6-6-0 Mallets originally used in the Rockies, according to W. H. N. Rossiter, 2421 Lakeshore Rd. E., Oakville, Ont., Canada, CPR ex-fireman, now carman's helper.

"The R-1 Mallets," he writes, "were built in 1909 and 1911 and were numbered in 1912 from the 1950 series to 5750's. During 1916-'17 they were rebuilt into Decapods, retaining their Mallet numbers 5750-5755, Class R-2. This original group were used many years as transfer engines, Nos. 5750 and 5754 at Toronto and the rest at Montreal. For years 5750 handled the night transfer job out of John St., Toronto, to Lambton Yard and then was assigned to Montreal in exchange for No. 3649, a 2-8-0. Later, 5754 followed 5750. The Class R-3 Decapods 5755-5790 were built in 1917-'19 and ran on CPR's Western Lines, mostly in the mountains."

H. L. Kelso's popular series on ten-drivered engines naturally could not cover all the roads that used such power. "I wish he had mentioned the Boston & Maine's thirty 2-10-2's," writes Richard Hoisington, 6 Park Ave., Derry, N.H. "Some students of locomotive design say the boilers were too fat but gave the engines a ponderous appearance that fitted exactly their duties in hauling drag freight. Will someone tell me if, at one time, they all had all-weather cabs?"

Central Vermont's ten big 2-10-4's once held the record of being New England's largest locomotives, according to Elwin K. Heath, Barre, Vt. They were built by Alco in 1928 and numbered 700-709, Class T-3-a. Each had 60" drivers, 27x32" cylinders, 250 lbs. boiler pressure, 76,800 lbs. tractive effort (89,900 with trailer booster), and weighed 419,000 lbs. in working order. They wheeled through freights between White River Jct., Vt., and Brockville, Ont., Canada, and later ran south to Brattleboro but never further south because of track clearances. Then they worked between St. Albans and Montreal, hauling *The Newsboy,* which handled mostly newsprint paper; through and heavy freight, troop specials, and sleeper ski trains. ●

THREE railroad sound records that will echo down the long corridors of time are *Freight Service Only, Whistles in the Woods,* and *This Is Railroading,* all three presented by Stan Kistler, P.O. Box 4068, Pasadena, Calif. Each captures the haunting flavor of vanishing steam operation. Stan merits some kind of award for keeping up high standards. His *Whistles in the Woods,* with its Shays, Compound Mallets, and 2-8-2's, is definitely in the running for the all-time best steam record. His latest, *This Is Railroading,* crosses the borders into Canada and Mexico, as many fans are doing these days to hear the unforgetable steam whistles.

Like Stan's first record, *Big Boy,* his three latest disks are 12-inch hi-fi's. You can buy 'em for $4.98 each (two for $9.50), unless you live in California, Canada, or overseas. In any of the latter events, you pay more: 20¢ extra per record, 70¢ extra per record ($1.10 extra for two), or $1 extra per record, respectively. The fancy price for Californians is due to a state sales tax.

Unlike other records, the new 12-inch hi-fi *Remember When?* is a medley of dreams gathered from steam runs on a dozen roads. Starting with the Soo Line, it gives you a sentimental ride over the Pennsy, NKP, etc., and finally Espee. Produced by Mobile Fidelity, P.O. Box 1156, Burbank, Calif., it sells at $3.98. Other MF's, same size, same price, are *Whistling Thru Dixie* (steam shortlines in the South) and *Highball* (half a dozen steam mainlines).

Wisconsin, which gave us good cheese, Ringling Bros. Circus, and the old Wisconsin Central RR., is also the home of Wm. A. Steventon, Railroad Record Club, Hawkins, Wis., who'll tell you anything you want to know about his rail-sound disks. Sometimes after an exacting office day, your editor relaxes at home with music from this Club. Its handy-size ten-inchers lend charm to his dinner hour. He likes them especially when he needs to forget the day's trivia and be put into a mood for creative writing. Steventon's three latest offerings are Nos. 14, *Pacific Electric;* 15, *Chicago, Burlington & Quincy* (steam), and 16, *Westside Lumber Co.* (narrow-gage steam). ●

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

How to Speak and Write Like a College Graduate

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

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If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

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Many CTI graduates go in business

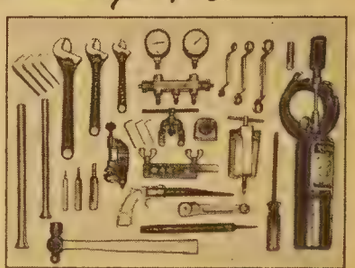
It is relatively easy to start a repair business in the Air Conditioning and Refrigeration field. Armed with up-to-date knowledge, seasoned with skill acquired through practice on kits, and equipped with tools and gauges, many graduates start out on their own. Some expand into retail stores. Others have contracts to service taverns, restaurants, food stores and commercial buildings. The more resourceful become contractors. Conditions for success are excellent.

Many students earn cash as they train

The average CTI student is eager to put his skill to profitable work, on a part-time basis. Though most students prefer to tie up with local dealers and repair establishments, a surprising number are independents. The extra cash helps meet training cost. Often there's enough to bank, or invest in more equipment.

Letters prove efficiency of training

"I have a business of my own servicing domestic and commercial refrigerators."—*Paul Humphrey, Colo.* "I made $1,000 while training, and am now a refrigeration man for a dairy."—*Giles Minton, N. C.* "I opened a little shop and am swamped with work."—*Charles Corley, Kan.* "Doing service work on a part-time basis the past 10 months, I earned $2,400. Have a nice business."—*Renos Johnson, Ind.* "My firm advanced me to field superintendent."—*Milburn Dougan, Ark.* You can do as well as these graduates!



An exclusive feature of CTI training is that you get parts to build a ¼ h.p. commercial-type condensing unit (above). You also receive mechanic's tools and gauges (right). After unit is assembled, you can build an air conditioner, freezer, refrigerator or milk cooler. Only CTI sends *working* kits.

Learn by practicing—Get valuable experience

The modern way to train is to gain skill and experience *with* knowledge—not *after* you graduate. From CTI's simple picture-lessons, you master elemental theory. From experiments and building with kits, you develop skill. In other words, you learn by practicing, pick up solid experience much like on the job. That's the interesting, relaxing way to train after a day's work on your present job. CTI training is exciting!

Send for fact-filled booklets—Mail coupon now

Exactly what are your opportunities in Air Conditioning and Refrigeration? How does CTI train men for success? Get detailed, accurate answers to these and many more questions by filling out and mailing the coupon below. No obligation. —Commercial Trades Institute, Chicago 26, Ill.

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A Non-Profit Organization • Accredited by National Home Study Council

Brooklyn Eastern District Terminal RR. has six oilburning locomotives, Nos. 11 through 16, all steam, and two steam tugboats, the *Challenger* and the *Invader*, and its own shops for repair work. When a tug is shopped, the company has been renting a tug from the Erie RR., usually its oldest, the *Scranton* (shown here, with engine 15 switching a float-bridge).

New York Still Has A STEAM RAILROAD

Photo-Story by David Plowden

THE ONLY transportation company in America, possibly the only one on earth, that uses both locomotives and tugboats, all steam, is Brooklyn Eastern District Terminal Railroad. This line, with 11 miles of track and 232 employees, has been a common carrier since 1940. It serves not only waterfront industrial plants but also the U.S. Navy Yard and interchanges with all trunk-line railroads in New York Harbor area. In 1959 BEDT switched 27,000 carloads of freight (sugar, flour, meat, newsprint, building materials, iron, steel, scrap metals, etc.) for a gross income in excess of $2,500,000.

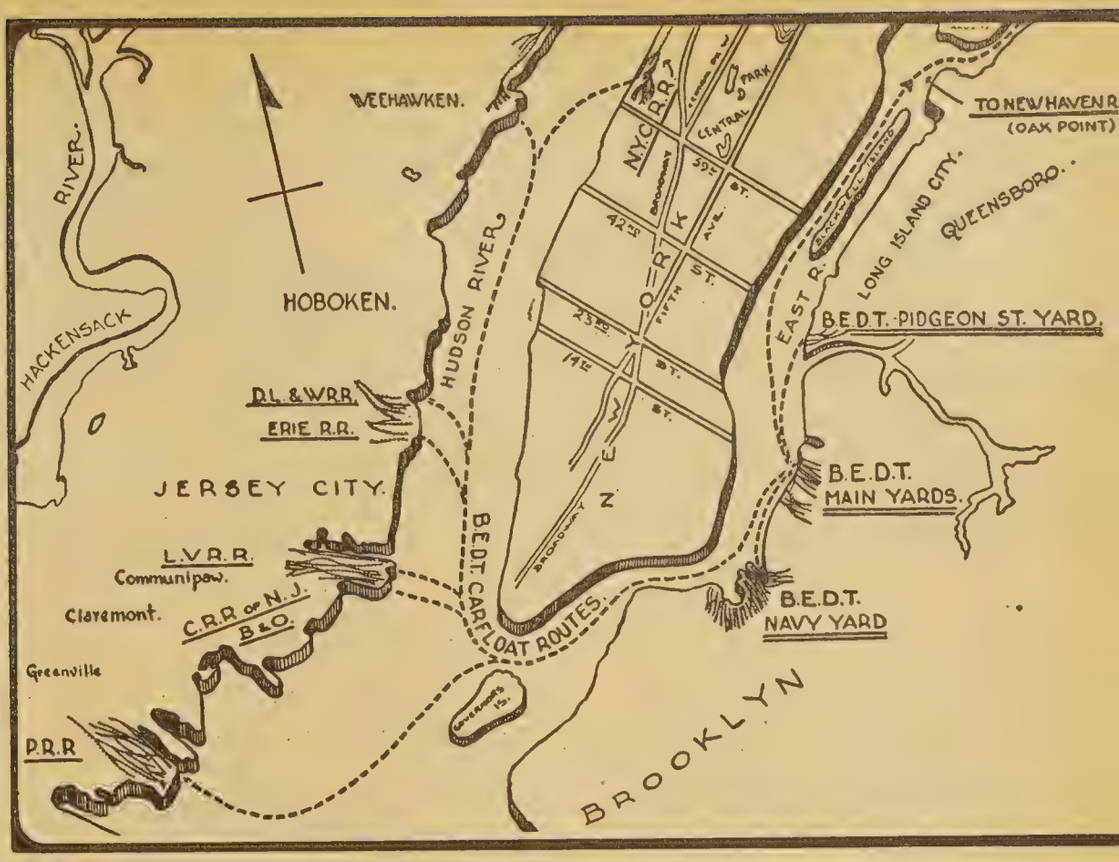
Built by American sugar interests, it began operating in 1876 as Palmer's Docks. At first the only road it did business with was the Erie. (Its insigne resembles the Erie's.) Since '95 it has been handling cars for other roads. In 1906 it was named the Brooklyn Eastern District Railroad.

The busy railroad's Pigeon Street terminal, Long Island City, was opened in 1906. Today, one engine and a crew work the team track there.

During World War II and ever since, BEDT has handled all railroad cars in and out of the Navy Yard. Having no physical connection with any other railroad, it floats freight over East River and North River, using its 6 locomotives, 2 tugs, and 10 car-floats. All equipment is well kept up, except one engine being "cannibalized" for parts. BEDT operates the year 'round. Trucks and payloaders clear the tracks of heavy snow. No dieselization is contemplated, one reason being that New York State's full-crew law permits a road having less than 25 miles of track to operate oilburning steam locomotives with only one man in the cab; a diesel must have two.

M. M. McClelland, President and General Manager, was for years with the IC and Lackawanna before coming to BEDT. Requests for permission to visit BEDT should be addressed to him at 86 Kent Ave., Brooklyn 11, N.Y. One railfan, Allen Jorgensen, has taken over 1,000 BEDT pictures.

(Above) No. 15 is brought back from Brooklyn Navy Yard where she switches daily. (Left) Blow-torch is used in repair job to cut part of cab off engine 15. (Below) Engineer finds it convenient to sit in his cab window while he is working.

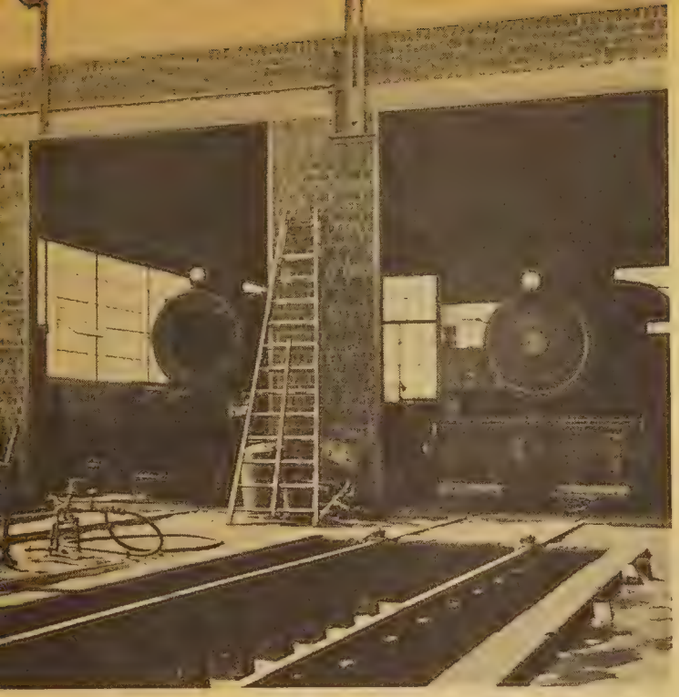


Map shows location of the main yards, Pigeon Street Yard, and the BEDT facilities at Brooklyn Navy Yard; also railroads served by the BEDT in New York area.

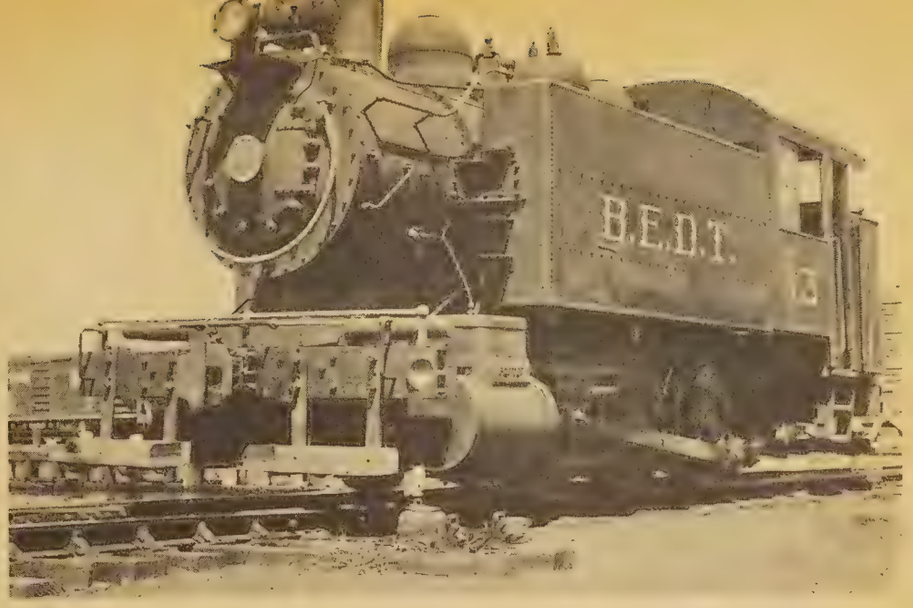
Car-float nears float-bridge. (Below) 2 p.m. shift goes on duty in main yards.

Entrance to the offices of New York's only steam railroad is through this door at 86 Kent Avenue in Brooklyn, New York.

Typical scene at BEDT engine terminal. No. 13 has just taken on water and the engineer is about to climb into the cab.
All BEDT photos by David Plowden, 1239 Madison Ave., New York City



Inside the engine house we see Nos. 10 and 12.



This engine, like No. 15, was built by Porter. All other BEDT locomotives came from Baldwin. No. 11 is retired, "cannibalized" for parts.

Saddle tank is lifted off No. 12 prior to a repair job.

Adjusting magnet for use in picking up scrap metal.

A BEDT employee cleans out the insoection pit at the engine terminal. Visitors often comment on the neat appearance of the yards.

Drawing by Joe Easley

2,000 Miles by Trolley

by WILLIAM D. MIDDLETON
Author of new book, THE INTERURBAN ERA (Kalmbach Publishing Co.)

ONE fine May morning in 1910, when a million buds were opening and bird songs filled the spring air, 23 trolley tourists boarded a beetle-nosed green interurban car at Utica, N.Y., for a unique journey. When their trip ended two weeks and 2,000 miles later, they had visited forty cities in six states without once changing cars. It was undoubtedly the longest trolley ride in history.

That tour was devised by C. Loomis Allen, general manager of the Utica & Mohawk Valley Railway. He wanted to prove the practicability of long-distance travel over America's rapidly-growing electric rail network.

The interurbans had been developing for 17 years, beginning with a 15-mile line in Oregon between Portland and Oregon City in February, 1893. Between 1900 and 1910 thousands of miles of electric railway had been built in anticipation of quick profits. Even such a fantastic project as the Chicago-New York Air Line Railroad had found thousands of eager buyers of stock. That company had proposed in 1906, the year *Railroad Magazine* was founded, to build an arrow-straight, 100-mph, super electric railway.

By 1910 more than 15,000 miles of electric rails had been laid in the United States. Even though the nation's last interurban wasn't completed till 1927, the major lines were already humming. Traction development attained its peak in Ohio, Indiana, Michigan, and Illinois, where you could have reached almost every big city by electrics. New York State had a nearly-complete chain of juice lines extending from the Pennsylvania border along the south shore of Lake Ontario and the Mohawk Valley almost to New England.

Although interurbans were built largely for short passenger hauls, increasing attention was given to long-distance travel. Several companies boasted parlor and buffet cars for the long-haul trade. Holland Palace Car Co., which hoped to become the interurbans' "Pullman Co.," appeared on the scene in 1903 with novel electric equipment that converted from parlor car by day to sleeper at night. As early as 1905 some Midwestern traction companies began operating through cars between important points over connecting electric railways. They sold mileage coupon books, good for travel over any line.

Around that time, the long-distance trolley vacation had become popular, but the low speeds and frequent changes of cars hardly posed a threat to steam roads. On the East Coast, continuous electric travel was possible all the way between Wilmington, Dela., and central Maine. Hardy trolley tourists could travel from New York to Chicago and even beyond, with only a few short gaps to be filled by steam travel in an otherwise unbroken electric route.

The tour out of Utica was intended to do more than demonstrate the ease of long-distance trolley travel. Those tourists, all from the Utica Chamber of Commerce, described themselves as eager to learn about the Midwest. Calling themselves the "Utica Boosters," they planned, too, to promote their native city.

A well-planned itinerary called for daytime travel only, with hotel stops overnight and ample sight-seeing. The route took them west through Syracuse, Rochester, Buffalo, and Erie to Cleveland and southwest to Columbus, Dayton, and Indianapolis, with a round trip to Louisville, thence to Detroit and back to Cleveland, before returning to Utica.

Altogether, the Utica group rode over the rails of 20 interurban systems and many city transit lines. They used Oneida Railway car 502. That was one of 14 handsome cars built by J. G. Brill in 1907 for the New York Central's experimental 44-mile electrification of the West Shore line between Utica and Syracuse.

The interior of the 49-foot, composite wood-and-steel car was inlaid with mahogany and provided with a full Empire ceiling. Powered by four 75-hp motors, it was equipped for m.u. operation in trains and fitted with both a third-rail shoe, for use on the West Shore electrification, and a trolley pole for collecting current from overhead wires.

For its long journey the car's regular seats were removed, a thick green carpet was laid, and 25 wicker armchairs with green cushions were installed. After the trip, one of those chairs was given to each tourist. A dozen folding camp-chairs were provided for guests who might join the party for a few miles, and a colored porter looked after the riders' comfort. On both sides of the car the words *Utica, N.Y., Electric Railway Tour* were lettered in gold leaf. The car was operated throughout the two weeks by George Moore, motorman, and John O'Hara, conductor, with pilot motorman being supplied by each system on the long route.

At 10 a.m. on May 10, 1910, the big interurban car rolled up in front of Bagg's Hotel in Utica, where a crowd waited to see the excursionists off. An American flag was draped across the pilot while a huge floral horseshoe, a gift of the trolley company, adorned the front window. The Boosters climbed aboard. Promptly at 10:30 Motorman Moore notched the controller around to begin the 2,000-mile journey.

Outside Utica, the trolley pole was hooked down and the fast interurban headed for Syracuse at a mile-a-minute clip over the NYC-owned West Shore Railroad. This unusual setup, which used an under-running third-rail system identical to that of the Central's New York terminal electrification, was envisioned as part of an eventual New York-to-Buffalo electrification. The electric cars, which supplemented West Shore trains, reached downtown Utica and Syracuse over street railway tracks.

Despite the great number of interurban systems traversed by the Oneida Railway car, surprisingly few difficulties were met during the two weeks. Once off the West Shore's third-rail, the car used overhead current throughout the journey. So universal was the 600-volt DC power system for city-transit and interurban operation that only once was No. 502 unable to run under its own power. That was over the 41-mile Indianapolis & Louisville Traction Co. line between Seymour and Sellersburg, Ind., which had a General Electric 1,200-volt DC system. (Later on, even this line was converted to 600-volt power to conform with the rest of Indiana's network.)

The car used on the 2,000-mile trip was exactly like this one but was No. 502.
Industrial Photo Service, Albany, N.Y.

Back home in Utica, the public was following the events with keen interest. One of the Boosters on tour was Bill Schachtel, a *Utica Press* reporter. Each day Bill filed a detailed account of the trip with his paper. On May 23rd, the tour's final day, 79 Uticans boarded a two-car special and rode to Syracuse to greet the party. There was handshaking all round. Then the three cars joined into a single train for the triumphal run to Utica. General Manager Allen himself took the controls as they sped homeward at a mile a minute.

A noisy welcome began as the special reached South Utica station. Loud blasts from the interurbans' air whistles were answered by a steam locomotive's engineer tieing down his whistle cord as the special rolled into town. An open trolley bearing a brass band led a grand parade along the flag-bedecked route. Then followed a banquet and revelry. After that, No. 502 continued her run down the Mohawk Valley to little Falls, N.Y., to complete the longest electric-car journey on record. ●

MIXED TRAIN

True Tales by E. A. ("Frog") SMITH

HOW MANY of you oldtimers ever rode an ancient mixed train through the wilderness? I mean a long, slow-moving, jerky string of scabby-painted wooden cars that were hauled by a wheezy 4-6-0 and skippered by a gent in overalls who chewed tobacco and carried the books in his backside hip pocket?

I did, in 1921. Can I ever forget it? More than forty years I worked for shortlines in the Deep South, mostly tossing coal or slabs of wood into fireboxes or pulling the throttle; but that time, for a change, I rod the cushions. It was my first rail trip as a passenger through the still-primitive Florida Everglades. The ride was a series of crazy starts and stops as the train wallowed past seemingly endless miles of stunted cypress trees, moonvines and sawgrass.

Looking around the combination coach, I counted a dozen passengers. There were two Indian braves with their families, from the Seminole Reservation. The adults sat stiffly erect, looking straight ahead. The children, black-haired and lively, played up and down the aisle, often getting drinks of water and going to the toilet. One of them, a little boy, sat on my lap for a few minutes and asked questions about everything and nothing. There were also five white passengers, including myself —a lean farmer, a dude fisherman wearing horn-rimmed glasses, seated beside a lady who appeared to be his wife, and a buxom young female, maybe about twenty, who was traveling alone.

The young female was easy to look at. She had a face like a pussycat, with dimpled pink cheeks and hard blue eyes. Gorgeous legs, maybe a bit too plump. I noticed the big sparkler on her ring. Some man's spoiled darling, I decided. My attention was caught first and held longest by the bulging breasts that seemed to spill out of her tight-fitting, peek-a-boo dress. Quite a show! But she didn't seem very bright. When I tried to catch her eye she stuck up her nose and turned her head.

Drifting back from the ten-wheeler came the noise of a labored exhaust. Now and then her whistle wailed for a flagstop. The window was open, but I dared not poke my head out to look

for a human habitation up ahead lest the razor-edged sawgrass slice off the end of my Roman nose.

It was forty years ago when the Atlantic Coast Line began running into Everglades City, far down the west coast of the peninsula. Branching off from the Lakeland-Clewiston main line at Palmdale, the steel reached an Indian village, Immokalee, on the upper edge of the gloomy Big Cypress Swamp. This penetration gave many redskins their first view of the iron horse.

Further on, the gleaming rails were joined to those of the Deep Lake Line, a twelve-mile industrial pike, to form a through route into Everglades City. Known as Florida's last frontier, the Big Cypress country had a reputation to uphold, something that the Seminoles were no small help in doing.

Somewhere along the line below Immokalee I heard the engineer whistle out a flag, and the train slowed, but didn't quite stop, to pick up a solitary passenger with live baggage. Hardly had the slack run in before the hogger yanked it out with a jolt that sent us on our way again. With the crash of starting, the front door of our combination coach flew open and the conductor skittered in, followed by a Seminole brave who carried a half-grown razorback hog in his arms.

To hurry at any task short of sport or fighting is unknown to the descendants of Osceola. As the train slowly gathered speed and the conductor waited paitiently, the Indian sat down in the nearest vacant seat, directly in front of the pussy-faced female, and proceeded to make his pet comfortable.

He rested its head on his broad shoulder, a vantage point from which the porker could survey the whole car but especially the young lady's partly-naked bosom. Then he gently placed his bronzed arm under its hams like a mother holding her child. After that, he leisurely paid his fare, and the tobacco-chewing con vanished into the baggage compartment.

You know how it is on a long, tiresome journey. Most passengers welcome even a mild form of diversion to ease their boredom, and in this case the porker saw that we got it. Perched on the brave's shoulder, the hog observed, "Oink, oink," to the girl seated just behind. A titter of merriment swept over the car.

The girl froze, her eyes glinting in wrath. She fumbled with the low neckline of her dress in a vain effort to hide her voluptuous charms. The razorback *oinked* again, now standing erect.

"He's flirting with you, lady," I said in a sociable tone, and the soft titter turned to raucous laughter.

Pussy-face blushed a furious red. "Will you please shut your big mouth?" she said sweetly.

"Oink, oink," the hog remarked.

THE MISCHIEVOUS Indian children gathered around to watch the fun. Their elders unbent and showed a real interest in what was going on, but the hog's owner remained stolid. The more the razorback *oinked,* the more annoyed Pussy-face became. At length the skipper returned from the baggage compartment. She collared him sharply and shrilled:

"This ain't a stock car but it smells like one. Get that fellow and his lousy pig off the train."

The con answered amiably: "I'm sorry, miss, but I couldn't do that. He paid his fare."

"Well, I ain't gonna be laughed at by fools. Tell him to take his bacon into the baggage room."

"Can't do that, either, miss. This man is an Indian. He wouldn't understand your refined viewpoint. So long as he don't cause any trouble on my train, he stays here."

"Oink, oink," the razorback agreed.

The shapely young thing pouted. "You might at least give him a piece of your mind."

"Nope." The conductor shook his head. "Wouldn't do any good. These Seminoles have their own way of life. If we hurt their feelings, the Atlantic Coast Line Railroad would lose a lot of business and I'd be called down for it."

Pussy-face shrugged, curled up on her seat, and shut her eyes. Her gorgeous legs, stretching across the arm-rest, stuck out into the aisle. The conductor pushed them aside and began talking with me.

"You never know what to expect when your train is flagged down in the Everglades," he said. "The Seminoles are good people. Sometimes they bring chickens to sell in town. Other times it may be a wild turkey or even a young alligator. One day I was flagged by a brave who wanted to take his horse with him into the coach."

"And what happened?" I grinned, still gaping at the display of silk hosiery across the aisle.

"I tried to make him understand why I couldn't load the horse but he didn't get it. There were danger signals in his eyes. I gave the hogger a highball and we got out of town real fast."

Such was railway travel through isolated sections of the Deep South in bygone days. The mixed trains lacked modern comfort, but the friendly ways of the overall-clad brakemen won a respect that the uniformed crewmen on fast, tight-scheduled streamliners today rarely know.

There were many interesting things about old-style mixed trains aside from Seminoles with razorback hogs and women with visible breasts. Alligators, for example.

I recall a warm June day in 1912, just after I had hired out to the Birmingham, Columbus & St. Andrews, a 38-mile pike in western Florida. That day, roly-poly "Big Six" Williams was pulling a train northbound with No. 22, an eight-wheeler which had seen better days on the Louisville & Nashville. He was feeling his way over a narrow stretch of new soft grade when he spotted a ten-foot bull alligator, apparently sound asleep, sunning itself between the rails.

Big Six shut off and yanked his whistle cord. The reptile did not move. He reached for the brake valve, but by now the engine was getting too close to the 'gator. There was nothing to do but pray for good luck and keep rolling. If the huge saurian would only continue to play the role of Sleeping Beauty it would stay alive and unhurt while the 4-4-0 and cars cleared it safely.

But the 'gator chose that precise moment to wake up. It was tantamount to suicide. The next thing Big Six knew, his engine jolted as she ran over an obstruction, and his tender rocked violently before coming to rest with the bull 'gator wedged firmly under the rear truck.

NATURALLY, the unscheduled stop in a black gum swamp aroused the passengers' curiosity. Leaving their seats to stretch their legs, they swarmed about the engine and tender. It was the first live alligator that some of them had ever seen and they asked questions: "How will you get that 'gator out from between the wheels?" and "Will it hurt anybody when it breaks loose?"

Big Six Williams was a humane man. He wasn't going to let that 'gator hurt anybody, nor let it wander off by itself to die a slow death, even though it was only a reptile, nor would he risk having it try the same trick on the rails again one night when he had no headlight.

"Tal," he called to his fireman, Tal

"This ain't a stock car," Pussy-face shrilled, "but it smells like one. Get that fellow and his lousy pig off the train!"
Illustration by Joe Easley

Newsome, "git me that sledge hammer from in back of the tank!"

Maybe you want to ask what a sledge hammer was doing on a tender. In bygone days, if an engineer owned a few tools he usually took them along with him for possible use on the road. Big Six did not relish the idea of crawling under the tender to finish off the thrashing alligator, but it had to be done and no one else wanted the job. And so, grasping the hammer handle firmly in his pudgy hand, he advanced into battle. A lucky swing put the 'gator out of its misery, and willing hands dragged its bloody carcass into the open.

Conductor Campbell, lean and crochety, tried to shoo the passengers back into the train so they could get started again. They were already an hour late. But the passengers continued to mill about the dead saurian with stubborn curiosity. Only by calling in the flagman to help was he able to herd them into their seats and give a highball. He wondered if they could make their usual connection with the westbound L&N mail train at Chipley.

A few miles ahead, a one-legged man named Mr. Bowles was stumping and puffing along the track in an effort to reach the nearest flagstop, an abandoned sawmill commissary that served as a station, half a mile away. Suddenly, in the warm summer air, he heard the engine blow for a highway crossing not far behind. He knew then that he couldn't possibly get there in time; so he stepped off the track, whipped a red bandana out of his overalls pocket and gave the oncoming train a *washout*.

The train slowed down as it came to where he was standing. Big Six Williams leaned out his cab window to wave the lame man a friendly greeting before the train stopped. Conductor Campbell was slightly peeved. He gave Mr. Bowles a withering look and asked: "What do you mean by flagging us half a mile from the station? We're late now."

"Is that a fact?" Mr. Bowles answered amiably, swinging his peg-leg aboard. "Well, so am I."

The skipper grinned in spite of himself as he lifted his arm in a highball. The lumbering old mixed train swung into action once more.

Big Six knew they were late. His turnip told him that much. Riding seventy-pound rail, the heaviest rail on the road, he gave the engine all she could stand. With six-foot drivers and a close lateral clearance, old 22 really jounced over the rough track like a ship on a choppy sea. She could disconnect a hogger's backbone at one low joint and couple it on again. But Big Six kept her rolling.

All hands welcomed the end of that trip. They steamed into Chipley an hour behind schedule, filled with a gloomy foreboding, and learned happily that the L&N's westbound mail was later still.

Sometimes an unscheduled stop, on a mixed train or otherwise, is long remembered by the crew. I am thinking now of a certain Seaboard Air Line work train in early days when the stretch of track between Turkey Creek and Palmetto was still fairly new. It was a mild Saturday morning in June. The train was chugging in with its dirt cars empty. Members of the extra gang looked forward to a night in town, some with their families, others picking up easy-going women to get drunk with. One way or another, it was going to be a real nice week-end, or so they thought.

At that time when right-of-way fences in the rural areas were fragmentary at best, cattle wandered over railroad property now and then. Apparently they couldn't read signs. Cows that got in the way of trains were nudged gently off the track. If there was no help for it, they were boosted into eternity, their souls sent up to join the phantom herds that roamed the Milky Way. A tough old bull, though, could and sometimes did cause trouble.

On this June day the hogger, peering ahead, saw a short Jersey beast with tightly curled horns and a bossy-looking forelock that refused to get off the track. "Another ornery cow," Big Six muttered. He was getting too close to argue the matter. Besides, it was almost noon, and nobody likes to work after twelve o'clock on Saturday. So he clenched his tobacco-stained teeth, opened the cylinder cocks, and plowed on ahead.

The recalcitrant animal proved to be a bull. It perished, of course, but avenged itself after death with horns that formed a perfect derailer. Thirteen trucks slid into the ditch before the engineer could find his brake lever. Instead of having fun in town, the disgruntled extra gang spent that beautiful week-end picking up their train and swearing at the dumb throttle-jerker who had mistaken a bull for a cow.

THE ENGINE involved in that derailment was a coalburner. But I remember woodburning days, too. I worked on many a woodburner, firing

or pulling the latch. In 1914, when I was young and girl-crazy, about the time the Big War started over in Europe, I took a job sawing and stacking fuel for diamond-stacked locomotives at a wooding station on the old Georgia Northern near Bridgeton, Georgia. I hired out there because I was making a play for a shapely, saucy brunette in that vicinity.

My boss was Will Sumner, an old home guard. In fair weather or foul, train crews could always be sure of finding cordwood on his rack. My duty was to see that they were not disappointed.

One particularly hot September day comes to mind. A mixed train, with Wilson Joyner at the throttle, ground to a stop at the wood rack, to find Mr. Sumner slumped over on the ground beside his wagon. The old man must have been sunstruck. Two crewmen toted him into his house nearby and put him to bed.

Shortly afterward, when the weather turned cool, Mr. Sumner was back on his feet, fully recovered. He wanted to show his appreciation of Will Joyner's favor. So he and I sawed a fine load of wood for use in the Joyner home at Albany, Ga., and I told the hogger about it.

That pretty starlit evening Joyner was pulling the mixed train with No. 33, a high-stepping eight-wheeler that was known to have hit sixty on the straightaway through the cotton fields. Hardly had his train stopped and the crew clambered out on the woodrack apron when a headlight poked around the curve half a mile behind them.

"Look at that fool!" said Joyner. "Only ten minutes ago we left him pumping off his brakes in Doerun."

"I know that man," said Conductor Brown. "It's Will Lawless."

And so it was. Will Lawless and the 99, the Georgia Northern's biggest freight engine, ten minutes ahead of time. Lawless knew the rule. You were supposed to wait a twenty-minute clearance because of the many unscheduled stops for cordwood, but Lawless figured out a system of his own. He'd look at the tender of a passenger engine that ran around him and guess how far the hogger would go for wood.

But because he did not know of our gift to Wilson Joyner that night, Will Lawless figured wrong. As soon as he nosed around the curve and saw what he was in for, he shut down his dynamo, killing the carbon arc headlight and all lights in the cab. The first flash had already outlined Joyner's mixed train standing beside the woodrack. At the same time the 99's oilburning marker lights shone dimly through the darkness to betray the position of Lawless.

"He ought to be turned in," swore the fireman, "before he gets wrecked."

"I know it," agreed the conductor, "and much as I hate to do it, I guess I'd better. Trainmaster Cooey is riding with us tonight."

"Then don't mention it," cut in Mr. Cooey himself, who had just climbed onto the woodrack to look at the fuel. "It doesn't do a damn bit of good to argue with Will Lawless, and tonight I feel like cussing him out."

And that is exactly what happened on the long-gone starlit night near Bridgeton when the hogger of the mixed train stopped at the woodrack to pick up fuel for use in his home.

DID YOU ever get ready to roll, only to learn you had no train crew? That's what happened to me one night back in 1912 on the Otter Creek & Southern, a logging road among the palmettoes of western Florida. The pops were singing and the Monitor injector chattering, but where was Sam, the one-man train crew? Several voices were yelling lustily for him. On the payroll, Sam was a fireman. He earned his bacon and hominy grits by tossing slabs into the old eight-wheeler's firebox. He also worked as brakeman and flagman on the same train for which he fired.

Naturally, I yelled with the rest, but only to cover up. I knew all the time that Sam was holed up cozily in a carload of hay on our train, along with his girl friend and mine, a couple of redhot sisters we had picked up back in the swamp country.

The brass collars objected to our hauling footloose females on their precious engines. We'd already been bawled out good and proper for bringing those two dames to town, and to take them back home without getting fired called for a bit of strategy. Sam sneaked the ladies into the car carrying mule feed, intending to stay there with them until we made the Seaboard junction stop at the edge of town, after which he'd pilot them into the engine cab and then get to work.

But the woods boss spoiled the little game. When he arrived at the engine and heard everyone yelling for Sam, he told me: "The s.o.b. is probably drunk. You can make it to the camp without him. Now get going!"

With that he made himself comfortable on the fireman's seatbox, and I saw my plans for a pleasant trip in the dark with a warm, willing cutie on the seat beside me fade like wet steam in the sunshine. I knew I could make camp without a fireman. What worried me was that we hadn't figured on the boss returning to camp that night. If Sam and the girls should pile out of that boxcar and come to the engine when we stopped at the junction, it would mean our jobs. I wondered how to warn him.

Maybe if I only slowed up without coming to a full stop befere I blew the whistle, he would get wise. And from there to the camp I could worry about my fireman being left alone with two well-saturated girls in a dark, swaying boxcar for fifteen miles. With a feeling that Lady Luck was playing me for a sucker, I laid a heavy hand on the whistle cord and blasted three lonesome wails before I yanked the throttle open.

At the junction I blew two more but did not make a full stop as required by the book of rules. Instead, I opened up and we rumbled across the long trestle just before plunging into the dark woods. Varmints of the night scurried away into the darkness. Owls hooted from tall pines, while the big harvest moon shining through the mossy tree tops case eerie shadows on the train.

But I wasn't interested in the woodland show. My mind was in that car of mule feed I was shoving blindly over the rough track without a headlight. No matter what kind of patterns the moonlight wove on the engine's polished jacket, I could not keep my mind off the trio in the boxcar, one of whom would now be on the seatbox with me if it hadn't been for the boss.

It was a vast relief when, at midnight, he finally stumbled down the tank steps and headed for his shanty. After filling the boiler quickly, I went back through the darkness in search of Sam and our girls. I saw the dames all right but nobody else.

"What happened to Sam?" I asked.

The two girls simpered. "Poor dear, he was *so* tired," one of them answered sweetly. "He fell asleep a while back. It *might* have been the whiskey. But we sure had fun before he passed out."

With that the sisters coupled arms into mine and I kissed them in turn, full on the lips. Then I led them through the shadowy live oaks toward their cabin home beside a swamp. As we left, I could hear Sam snoring.

The memory of that night is with me still. I can never forget the old mixed trains, the eight-wheelers, the logging runs and the swamp-country girls who rode in the cabs with me. ●

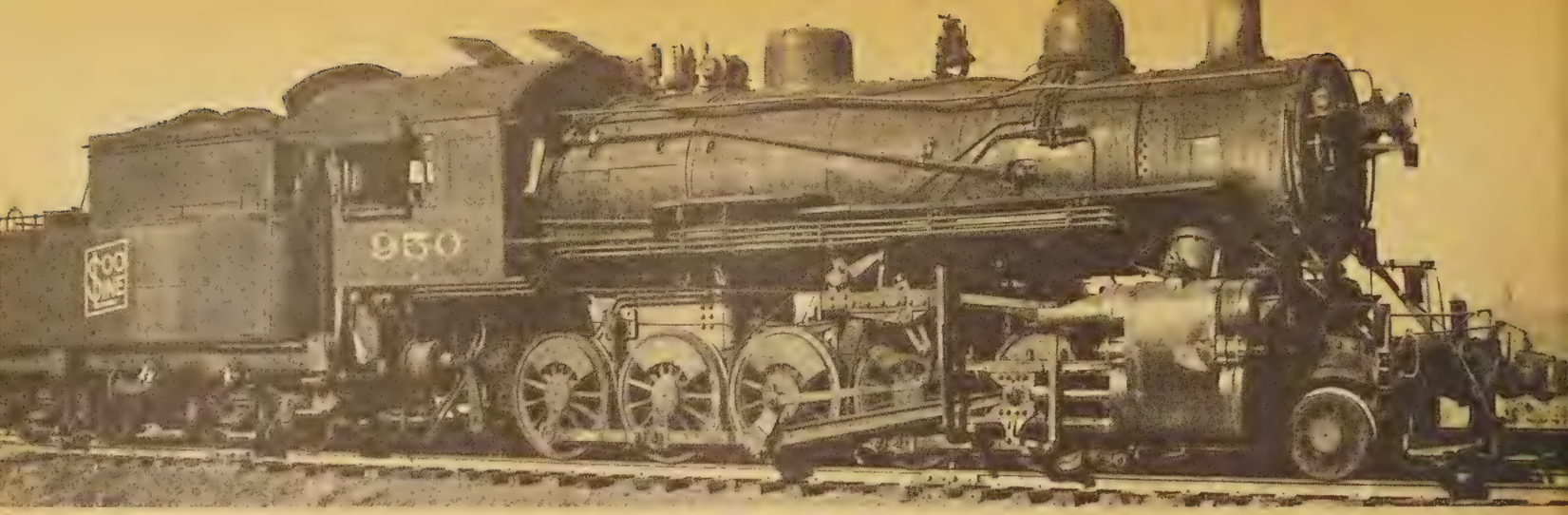
No. 2121, a Decapod, trundling freight over New York, Susquehanna & Western at Smith's Mills, N.J., twenty years ago.
Photo by R. F. Collins

A Mighty Freight-Hauler: the Decapod

by H. L. KELSO

IF STEAM ENGINES fascinate you mainly because of their high drivers, high speeds, and high tales of adventure, you had better not read any further, for the Decapod, or 2-10-0 type, has none of those. It is, however, a link between the Consolidation, or 2-8-0, and mightier types such as the Santa Fe (2-10-2) and Texas (2-10-4), types that made history as the most efficient freight-haulers of the Steam Era. *Aficionados* know that the Decapod has two small wheels (pony wheels), directly under the cylinders, followed by ten drivers but no wheels supporting the firebox just ahead of the engine cab. The Lehigh Valley originated this type almost a century ago. Credit for its design and engineering belongs to Alexander Mitchell, America's first great advocate of massive and mighty steam power.

Mitchell's earliest Decapod, built in 1867 and named the *Bee*, was not quite a success. The track curves of those days were too sharp, the iron rails and shallow roadbeds too light, to accom-



The Soo Line's only 2-10-0 had 55-inch drivers, 23x32-inch cylinders, and 180 pounds boiler pressure; weighed 212,250 pounds.
Minneapolis, St. Paul & Sault Ste. Marie Railroad

modate a long, ponderous engine. But Mitchell had glimpsed the future. The *Bee's* phenomenal pulling power helped to bring about the development of more graceful curves and sturdier track. Other locomotive designers and civil engineers, realizing the effectiveness of Mitchell's power-pack, accepted the challenge flung at them.

Nineteen years later the Northern Pacific roster included the world's two largest engines, both of them 2-10-0's built by Baldwin to wheel freight up and down mountain grades. Oddly enough, the Northern Pacific never had another Decapod. Will someone tell us why? Did those two perform so poorly that the system did not order any more? Maybe, too, the inadequacies of that pair explain why neither the Milwaukee Road nor the Great Northern (the NP's chief competitors) never owned a Decapod.

At no time did the 2-10-0 enjoy much popularity on Western rails. Among the big roads that never bought a new Decapod are the Chicago & North Western, the Union Pacific, the Western Pacific, and the Southern.

Consider the AT&SF, which contributed so much to locomotive development. In 1902 Baldwin outshopped the Santa Fe's first Decapod, No. 940. She was a mighty, tandem, four-cylinder compound so large that she had to be partly dismantled before she could proceed westward through the tunnels over Raton Pass prior to being put on helper service eastward out of Raton, New Mexico.

At that time she was the Santa Fe's most powerful engine. A few months later Alco built the road two more of that type, Nos. 988 and 989, these being forerunners of the 2-10-2, the famous Santa Fe type. But why weren't a herd of big Decapods roaming the Santa Fe rails from one end of that far-flung system to the other?

The AT&SF did acquire five Decapods that Baldwin had built for the Kansas City, Mexico & Orient when that line became Santa Fe property. It is true also that the Santa Fe's alltime roster lists three Russian Decapods. Two came through the Orient Line by way of the Wichita Falls, Ranger & Fort Worth. The third may have been built by Baldwin for the Orient. But in all its history the Santa Fe had only three *new* Decapods.

R. R. Malinoski. 246 Madison Ave., New Milford, N.J.

Oct., 1957: Sky-filling black smoke belches from the stack of 2-10-0 type, Baltimore & Ohio's 527, as she pulls 133 freight cars from Willard to Holloway, Ohio.

SIMILARLY, the Baltimore & Ohio, despite its high rank in locomotive lore, never fell in love with the 2-10-0. The only ones B&O ever possessed were eight that Alco had built in 1908-'09 for the Buffalo, Rochester & Pittsburgh, a road taken over later by the big system, according to Lawrence Sagle, the top authority on B&O locomotive history. Larry claims that the Decapod is a five-coupled engine. Admittedly, it has five sets of coupled drivers, but actually there are ten drivers. Most locomotive historians refer to the 2-10-0 as a ten-coupled engine. In some foreign lands, however, including France and the Soviet Union, it is known as a 1-5-0, counting axles rather than drivers.

Coming back to America, we place the New York Central, the Chesapeake & Ohio, the Norfolk & Western, the Texas & Pacific, and the Southern Pacific among the roads which did not go in for 2-10-0's. A cursory search reveals only three Decapods ever owned by SP. Those three were built by Baldwin in 1903 for the little San Antonio

& Arkansas Pass, which the SP eventually acquired.

. In a previous article we mentioned the improper counterbalancing in a Baldwin lot of twenty Santa Fe types shipped as a train to the Southern Pacific in 1920. That train, you may recall, was labeled the *Prosperity Special.* Speed limits were imposed, due to excessive dynamic augment. David L. Joslyn comments on this. Dave is a locomotive historian. For years he was the SP's head photographer.

"All of the 2-10-0 locomotives we received from Baldwin," he writes, "were not properly counterbalanced. Their excessive rail-pound gave our motive-power men no little concern. Even after much correspondence the Baldwin people would not accept blame for the counterbalancing. So our own efficient engineers set to work on the problem, and pretty soon the 2-10-0's were rolling over the rails with tonnage trains as gently as any locomotive of the type ever built."

The Soo Line had just about the sharpest valve-setters in motive-power history. You will understand this remark better if you've ever heard the rifle-like exhausts from some Soo engines. That road won fame also by owning and operating the world's largest steam locomotive in 1900. It was among the first to adopt, for passenger service, the Mikado type (in 1902) and shortly afterward the equally renowned Pacific type.

During the not-so-gay '90's only a few American roads had engines heavier than the 2-8-0's built by the Rhode Island Locomotive Works, which were standard freight power on the Soo Line at that time. The growing industrialization of the nation created a demand for better motive power. By answering this demand the Soo Line won the distinction of having the first of the celebrated 2-8-2 (Baldwin, 1902) locomotives in the United States and the further credit for being one of the first carriers to introduce the Pacific type.

FREIGHT tonnage available to the Soo Line in the area between Minneapolis, Minn., and Gladstone, Mich., around sixty years ago was so immense that it created a problem. To cope with it, the company bought 1,000 freight cars, each one with 50,000 pounds capacity (10,000 pounds greater than the average freight car of that day). At the same time it relaid the line with 80-pound steel rail and put the then-largest of all locomotives into service in July, 1900, between Minneapolis and Weyerhaeuser, Wisconsin.

This gargantuan iron horse originally bore the number 600. Baldwin built her as a Vauclain compound. Her ten driving wheels begat the type name, Decapod, meaning ten feet. She rated a tractive effort of 47,090 pounds. This great machine was so large that she had to be operated only on the main line from 1900 to 1908, when the sidings were strengthened and rebuilt to support her weight.

In January, 1915, she was made over to a simple superheater engine, renumbered 950. The following year she went to work on the Soo Line ore docks at Superior, Wis., a Great Lakes port, where she continued to pull ore until the docks were abandoned in 1929. After that she handled a transfer run between the Minneapolis and St. Paul yards, then was assigned to Ashland, Wis., shoving cars on the ore dock, and finally was retired with honor at the end of the 1954 season.

You can get some idea of the 950's size by comparing her with Soo Line power of a later design. For example, the N series, built in 1923, had a lightly higher tractive effort, 53,900 pounds, or 63,900 with the use of a booster, while the O series, 1938 vintage, the largest steam power the Soo Line ever had, rated 66,000 pounds of tractive effort, or 79,400 with booster.

Impressive as those figures were in steam-power days, some of them are eclipsed by modern diesel locomotives. Today a two-unit diesel, rating 3,000 horsepower, boasts a tractive effort of 115,000 pounds; a three-unit diesel, 174,350 pounds. But the tractive effort of a single diesel unit is well below the record set by O series steam power.

That old giant, the 950, was too important to be scrapped. You can see her any day on permanent display at Ashland, near the very spot where she did her last work for an appreciative railroad. She does not appear in her original state but you can observe that her lines are good, her design close to mechanical perfection. You read a plaque extolling her lifetime service of 54 years and you reflect that the old 950 is quite a girl. Yes, sir, quite a girl! The Baldwin plant turned out *locomotives* in those days.

Another distinguished Decapod is preserved at the Utrecht Museum in Holland, safe for all time from the corrosion of damp weather and the marauding hands of vandals. This one, British-built, rendered gallant service in the Netherlands. Looking at her, you think of the bright years when her firebox was opened now and then by the ashcat tossing in coal, burning a magical hole in the night, and when her great fluffy, smoke plume climbed to the stars. If there are any other 2-10-0's on permanent exhibition anywhere on earth, we'd like to know about them.

TURNING now to the M-K-T, we consider the so-called Russian Decapods. Back in 1917, with World War 1 raging, the United States Govern-

The 2-10-0 was an outstanding success on the Pennsylvania Railroad. Allan Sherry made this shot of 6170 at Columbus, Ohio.

ment took over railroad operation in this country, mainly because private industry had bogged down from the shortages of motive power, cars and supplies.

The U.S. Railroad Administration faced urgent problems. One of them was the large number of Decapods that American locomotive builders were turning out for use on the broad-gage rail system owned and operated by the Russian Government. This dilemma arose from the fact that Russian revolutionists had just overthrown the Czar, and their new Bolshevik Government cancelled all orders for American locomotives, many of which had already been built.

It was a matter of grave concern. Day after day a USRA board debated what to do with those Decapods but seemed to be getting nowhere. Then ex-President "Teddy" Roosevelt took a hand. Teddy was a man of action. He induced the board to divert the Russian order to United States service. But before that could be done, the builders had to convert those Decapods from the Russian five-foot gage to our standard, 4 feet, 8½ inches.

As fast as the conversions were made, the engines were allocated to American railroads badly in need of motive power. Ten of them went to the Katy. But Katy officials, like the brass collars on some other roads during the war, resented the USRA telling them what to do. The Katy accepted those ten Decapods reluctantly and then disposed of them as soon as they could legally do so.

They sold one Baldwin-built 2-10-0 to the Fort Smith, Subiaco & Rock Island and another to the Erie, which numbered her 2454. All of the other eight had been built by Alco. Three were transferred to the Erie, three to the Southern, and one apiece to the Frisco and Atlantic Coast Line.

Such changes to new pasture were not unusual. In many cases, engines

A Decapod southbound through Wagoner, Okla., with a long string of freight cars on the Kansas, Oklahoma & Gulf Ry.
Photo by R. F. Collins

Collection of Howard V. Bedwell, Jr., 45 Madison Ave., Mt. Holly, N.J.
One of the Decapods built for Russia but sent, instead, to the Frisco. She now works in switching service for the Eagle Picher Lead Company at Cardin, Oklahoma.

assigned to a certain road would serve that road for a short period and then find their way to other lines. For example, the Erie's 2454 became No. 505 on the Minneapolis, Northfield & Southern, which also acquired a Russian Decapod from the Detroit, Toledo & Ironton.

Besides the Katy, the USRA allotted *Russians* to such roads as the Frisco, the NC&StL, the Erie, the Missouri Pacific, the ACL, the Seaboard Air Line, the Reading, the Western Maryland, and the Gulf, Mobile & Northern (now GM&O). If we but knew the details of their final runs, what good reading matter we could present!

IN RUSSIA, the Decapod has long been a favorite. Possibly more 2-10-0's than any other type have roamed the rails of that vast country. You could hardly call the Russian-built Decapods handsome, based on our standards, but they performed well on passenger trains in addition to freight and yard service.

German railroads also used 2-10-0's in triple service. You might say that the Nazi Decapods, while not speedsters, were lethal weapons because of the armament they moved from factory to war front. Hitler's minions built some three thousand of them. Grotesque in appearance they were, with their smoke deflectors jutting far out ahead of their smokeboxes, but fiendishly efficient as battlewagons. They were relatively inexpensive to build and to maintain.

Later, England also relied much on 2-10-0's. In that "tight little isle" some of the best-looking of all Decapods ruled the rails. Designed by R. A. Riddles, the first lot, twenty locomotives, were outshopped at Crewe in 1954. Another batch were nicknamed *space ships*. What a tribute to the plodding Decapod!

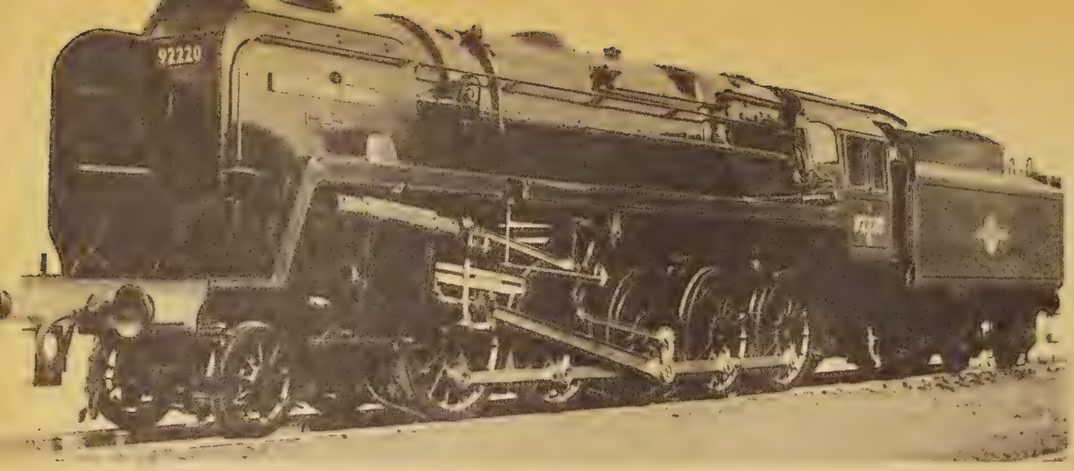
While the English 2-10-0, as built, had no variations, the tenders differed in the various Regions of the British Railways. Those operating in areas with few or no water troughs had a high water-capacity in relation to coal, while in other districts the coal capacity rose. All those tenders were six-wheelers.

The engines were equipped with Belpaire boilers or fireboxes, slanting cylinders and *elephant-ear* smoke deflectors. Boiler pressure was 250 pounds per square inch and drivers were 60 inches in diameter. Cylinders, 20x28 inches.

The beauty of these Decapods is shown by the *Evening Star*, the last steam locomotive built in England for service on the British Railways. Diesel and electric locomotives are fast shunting British steam power into the limbo of things gone but not forgotten.

In Canada, according to R. F. Corley, Decapod history has only one highlight. This oddity occurred in 1916-'17 when the Canadian Pacific converted three unusual 0-6-6-0's into 2-10-0's, the three articulateds being unusual in that their

Canadian Pacific 2-10-0 No. 5785 on dead line at the Weston shops, Winnipeg.
Collection of Allan Sherry



***Evening Star*, Decapod 92220, was the last steam engine built for British Railways.**
British and Irish Railways, Inc., 630 Fifth Ave., New York City

two sets of cylinders were back-to-back. That is to say, the lead cylinders trailed the first set of six drivers while the second set of two cylinders was followed by the rear set of six drivers. No other locomotives of this arrangement have ever appeared anywhere. These freaks were built at the Canadian Pacific's own shops in 1909-'11. The CPR also listed a few 2-10-0's built as such between 1917 and 1919.

The Northern Alberta Railway had ten Decapods in service, all built by the Canadian Locomotive Co. between 1925 and 1928; but, strange to say, the great Canadian National never had a Decapod on its roster.

AMERICA'S champion of the 2-10-0 was the far-reaching Pennsylvania Railroad, according to facts supplied by Bert Pennypacker of Philadelphia. The Pennsy built its first Decapod at the Juniata Shops, Altoona, Pa., late in 1916. This project entailed the development of a locomotive that would produce at least 25 percent more pulling power than the road's Mikado types, for power, rather than speed, was the main requisite in the halcyon days of steam.

After making tests on the grueling grade between Altoona and Pittsburgh, motive-power officials considered their first 2-10-0 a howling success and promptly ordered Juniata to build 123 such machines.

They performed so well that the Pennsy then had Baldwin turn out 475 more of them—probably the largest order ever placed for a single type of locomotive. All were hefty brutes, with cylinders 30½x32 inches and drivers of 62-inch diameter; real work horses for mountain climbing.

You could recognize them from the two air tanks placed side by side on the pilot desk and by their monstrous boiler and cylinders. A ponderous main rod was connected to the third set of drivers, and the tractive effort was 90,000 pounds. Despite their huge size and power, they were not too large to operate over nearly all of the Pennsy's freight lines, this being one of their best assets. The first and last set of drivers were flanged but the three middle sets had no flanges, which enabled them to round sharp curves. The Pennsylvania built them in such quantity that they remained the standard heavy-tonnage mover almost until the road turned to diesels. In fact, they outlasted newer designs such as the Texas type (2-10-4) and other wheel arrangements developed late in the Steam Age.

Few Pennsy road Decapods were used west of Pittsburgh but some may have seen service as *hump* engines. Titans though they were, seemingly cumbersome, they were not limited to slow drag freights and pusher service. Their speed limit, 50 mph, was the standard top speed for all freight trains on the system. How those huge main rods must have thrashed around while running at that pace! When originally built, the engines were equipped with relatively small tenders. Later, Baldwin tenders topped with brakeman's quarters, colloquially known as *doghouses*, were built onto the big mills.

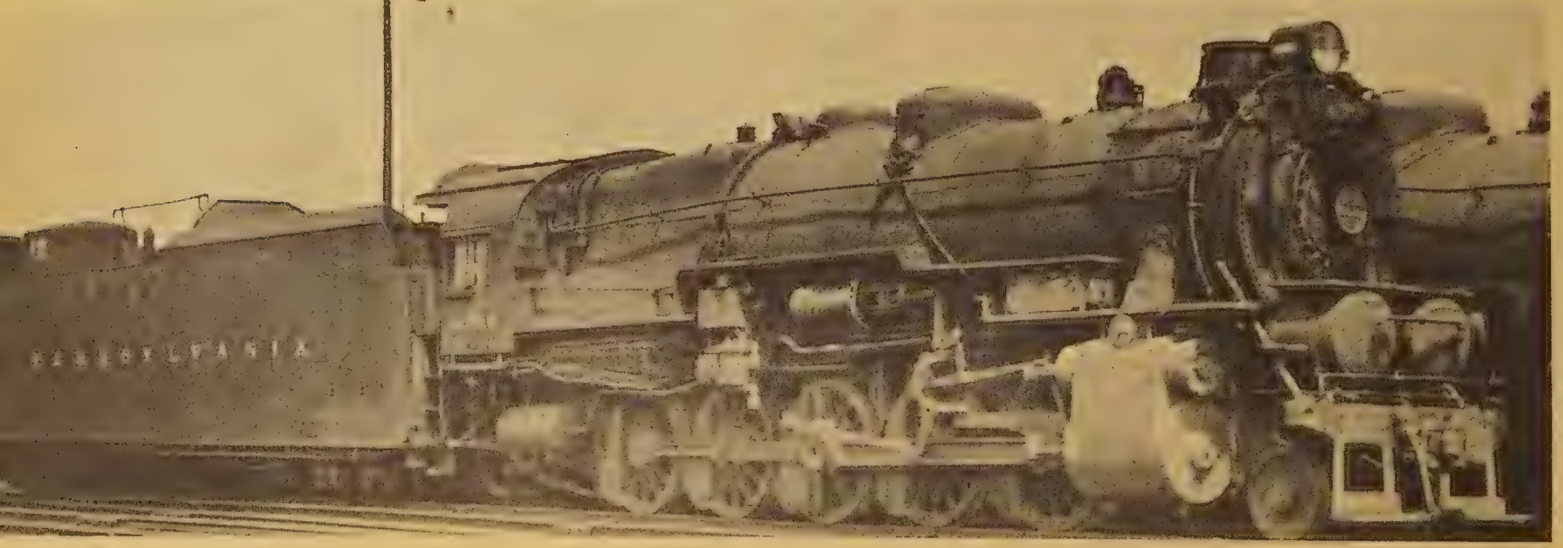
In 1956, when the Pennsy leased some of the Santa Fe's 2-10-4's for service on ore trains between Columbus and Ashtabula, Ohio, a number of big Decapods also were out there at the time. Naturally, the leased Santa Fe engines were strange to Pennsy crews. One engineer said: "When I latch out a throttle of our own big Decapods I know we are going to get started and take that train away. But these new engines, all they do is slip and slide."

On the Western Maryland some fine, powerful Decapods cut the breeze during the latter years of steam power. If you had been there and seen them, you could never forget the thrill they provided as they wheeled long, swaying freights around Helmstetter's Curve, a few miles west of Cumberland.

With this we ring down the curtain on another article. Our next subject will be the Mogul, or 2-6-0. We hope readers will send us a few anecdotes about the Moguls. ●

Allan Sherry (producer of loco sound recording, Extra 1235 East), 5445 Netherland Ave., Riverdale, N.Y.

Juniata shops and Baldwin built hundreds of 2-10-0's for the Pennsy; here is one of them, No. 4616, photographed in '58.



Photos of the Month

This one-car mixed train, shown with locomotive No. 70, is still plodding over the partly-dieselized Sydney & Louisburg Railway between Glace Bay and Louisburg on Cape Breton in Nova Scotia. As we go to press, the 46.5-mile road has ten steam engines in operation and is likely to continue using some of them until the spring ends and maybe into the summer.
Larson M. Powell, 11 Riverside Drive, New York 23, N. Y.

A caboosefull of cuties. These 26 gals constitute the College Board staff of the May chain of ten department stores with headquarters at St. Louis. Maybe some reader in that area can tell us why they decided recently to visit the 60-acre Museum of Transportation at Barretts Station, a suburb of St. Louis, and swarm over the old retired Rock Island waycar, No. 18058.

Nos. 2124 and 2100 on "Iron Horse Ramble" last fall, the first time two Reading locos so big pulled a passenger train.
Gene Gentsch, 735 E. Milton Ave., Rahway, N.J.

San Francisco Municipal cars: (above) 1123 on Market Street, passing Fox Theater; (right) 1031 on J-Church line near 20th.
Bart Gregg, 1371 31st Ave., San Francisco 22, Calif.

An extra west chugs up Milton Hill on the Canadian Pacific Railway near Campbellton, Ontario, wheeled by a powerful 4-6-2 type, 2220, and a heavy Mikado, 5454. A Canadian Pacific man took this photograph about six years ago.

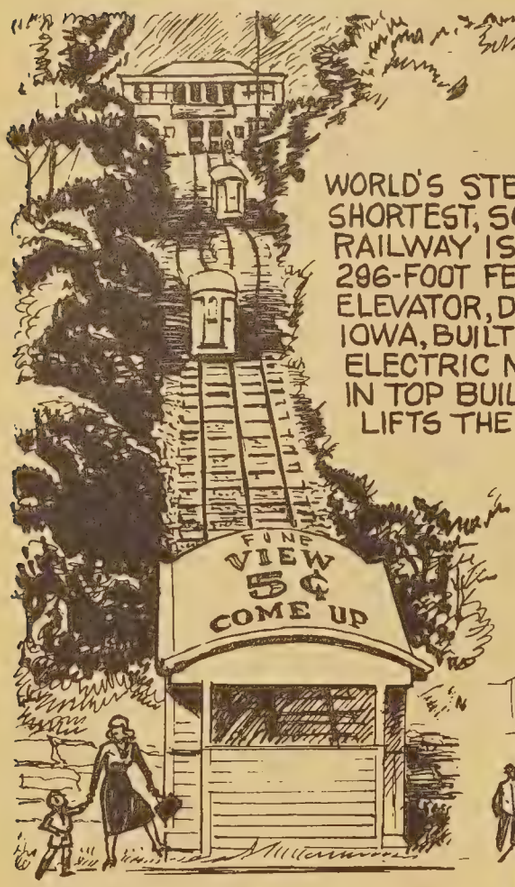
W. H. N. Rossiter, Oakville, Ont., Canada

The Norfolk & Western has banished steam, but a former N&W loco, 578, is still being operated now and then by the Ohio Railway Museum. (For more information send stamped addressed envelope to the Museum, Box 206, Worthington, O.)

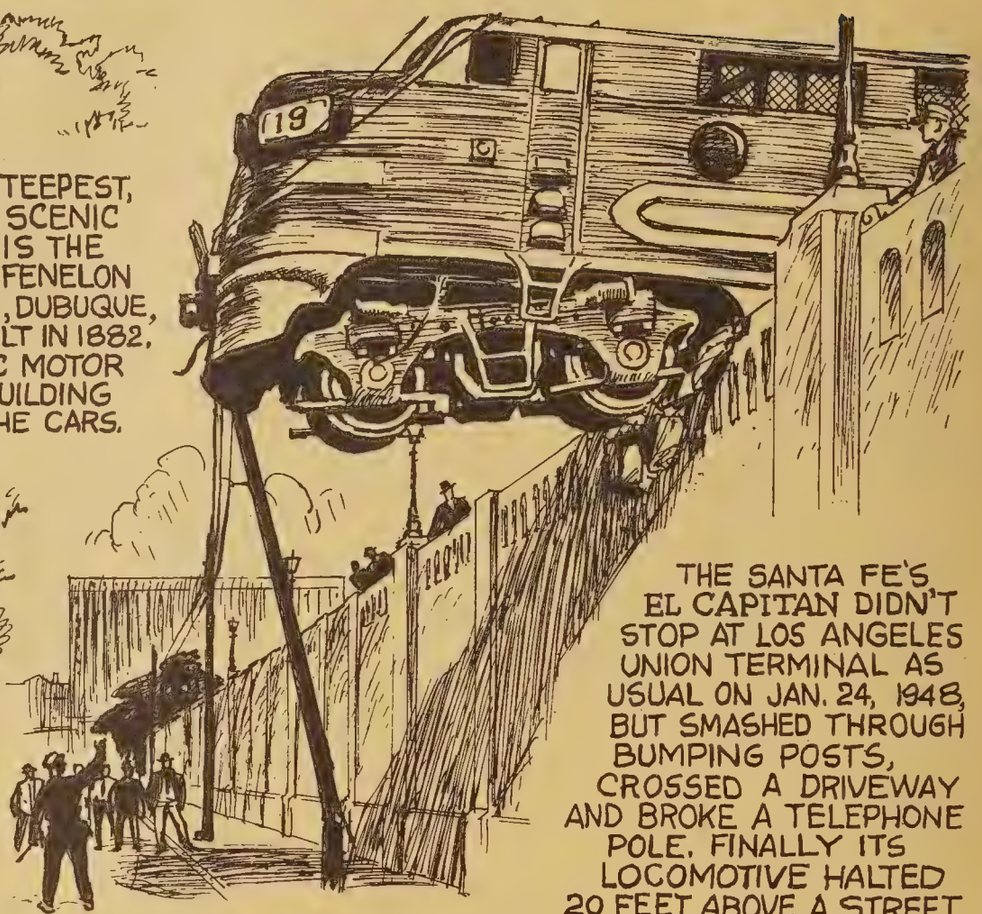
Dave Bunge, 3991 E. Broad St., Columbus 13, Ohio

Along the Iron Pike

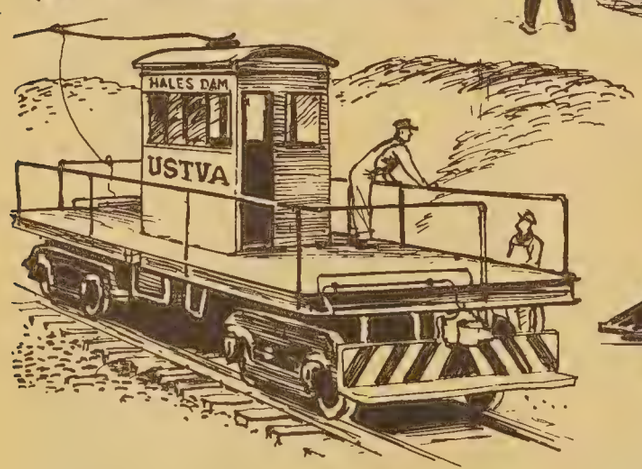
by Joe Easley



WORLD'S STEEPEST, SHORTEST, SCENIC RAILWAY IS THE 296-FOOT FENELON ELEVATOR, DUBUQUE, IOWA, BUILT IN 1882. ELECTRIC MOTOR IN TOP BUILDING LIFTS THE CARS.

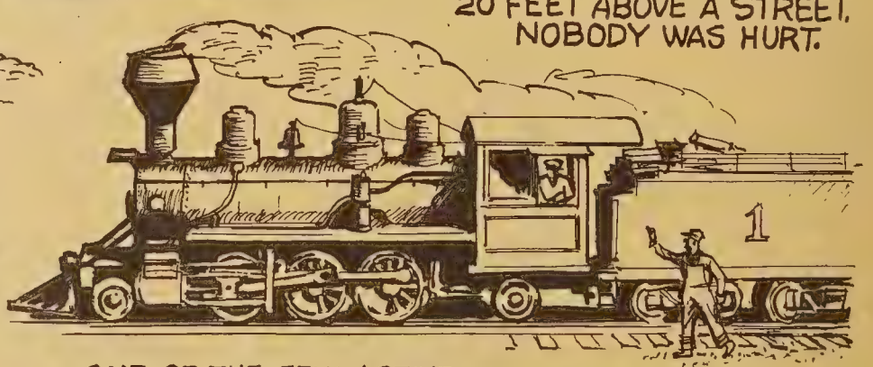


THE SANTA FE'S EL CAPITAN DIDN'T STOP AT LOS ANGELES UNION TERMINAL AS USUAL ON JAN. 24, 1948, BUT SMASHED THROUGH BUMPING POSTS, CROSSED A DRIVEWAY AND BROKE A TELEPHONE POLE. FINALLY ITS LOCOMOTIVE HALTED 20 FEET ABOVE A STREET. NOBODY WAS HURT.

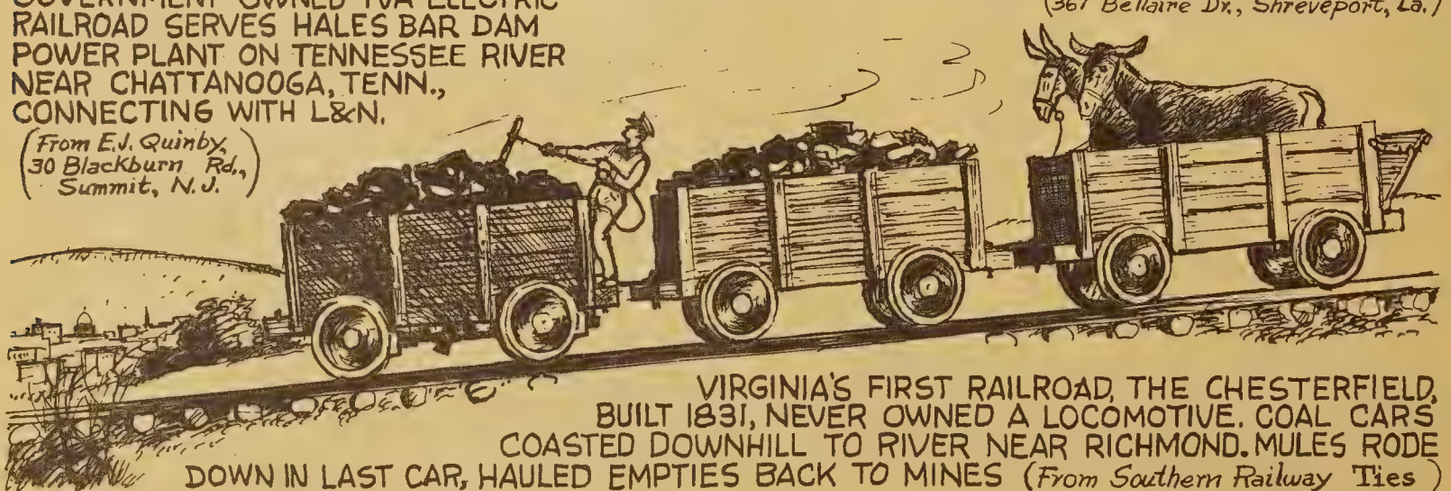


GOVERNMENT-OWNED TVA ELECTRIC RAILROAD SERVES HALES BAR DAM POWER PLANT ON TENNESSEE RIVER NEAR CHATTANOOGA, TENN., CONNECTING WITH L&N.

(From E.J. Quinby, 30 Blackburn Rd., Summit, N.J.)



ONE OF THE FEW ACTIVE WOODBURNERS LEFT IN U.S. HAULS LOGS FOR LOUISIANA LONG LEAF LUMBER CO., FISHER, LA. BALDWIN BUILT HER IN 1907. (From KCS Conductor Frank Anderson, 367 Bellaire Dr., Shreveport, La.)



VIRGINIA'S FIRST RAILROAD, THE CHESTERFIELD, BUILT 1831, NEVER OWNED A LOCOMOTIVE. COAL CARS COASTED DOWNHILL TO RIVER NEAR RICHMOND. MULES RODE DOWN IN LAST CAR, HAULED EMPTIES BACK TO MINES (From Southern Railway Ties)

INFORMATION BOOTH

Home on the rails. A lot of homes, in fact—en route to Anchorage, Alaska. Milwaukee Road

1 *Recently I saw a string of flatcars loaded with wooden buildings that looked like houses pull out of the Milwaukee Road freight yards at Bensenville, Ill., near Chicago. Please explain.*

You were looking at 40 flatcar loads of prefabricated houes built at Carlisle, Ind., en route to Anchorage, Alaska, about 4000 miles away. Each house moved in two sections, a section being 44′ 4″ by 11′ 8″, and included a heating system, electric wiring, and modern kitchen and bathroom facilities.

2 *When were railroad passenger cars first heated by steam?*

In 1881. Prior to that time stoves and hot-water heaters were used.

3 *What is the significance of a star and a bar on a conductor's uniform?*

It usually means 30 years of service.

4 *I have seen an old Southern Railway payroll for a section gang that listed the name of a man employed as a "tenor." What kind of railway job was that?*

A tenor is a singer. A few roads used to hire men primarily to sing lively songs for the trackmen and lead them in singing to the rhythm of tamping ties, etc. It was found that when gandy dancers sang in unison there were fewer accidents or injuries. Usually the singer also worked as a timekeeper or waterboy.

5 *Which states in the U.S. have the (a) most and (b) least railroad mileage?*

(a) Texas, 15,355 miles, followed by Illinois, 11,385. (b) Hawaii, at the bottom of the list, has 25 miles. Second from the bottom is Alaska, 573 miles.

6 *What happened to the full-page ads that the Association of American Railroads used to run in your magazine?*

Not only in ours, my friend, but also in *Trains* and some big-circulation magazines. All were dropped because the AAR cut a million dollars from its annual Public Relations budget as a result of continued drops in railroad company revenue in the States and Canada.

7 *Is the Colorado Railroad Museum open during the winter months?*

Yes, 9 a.m. to sunset, seven days a week, including holidays, except for a few brief closings while exhibits are being rearranged. If you plan a visit, write or phone beforehand to make sure. The museum is run by Bob Richardson, P.O. Box 641, Golden, Colo.

8 *When did American railroad mileage reach its peak?*

In 1916, with 254,000 miles of track.

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

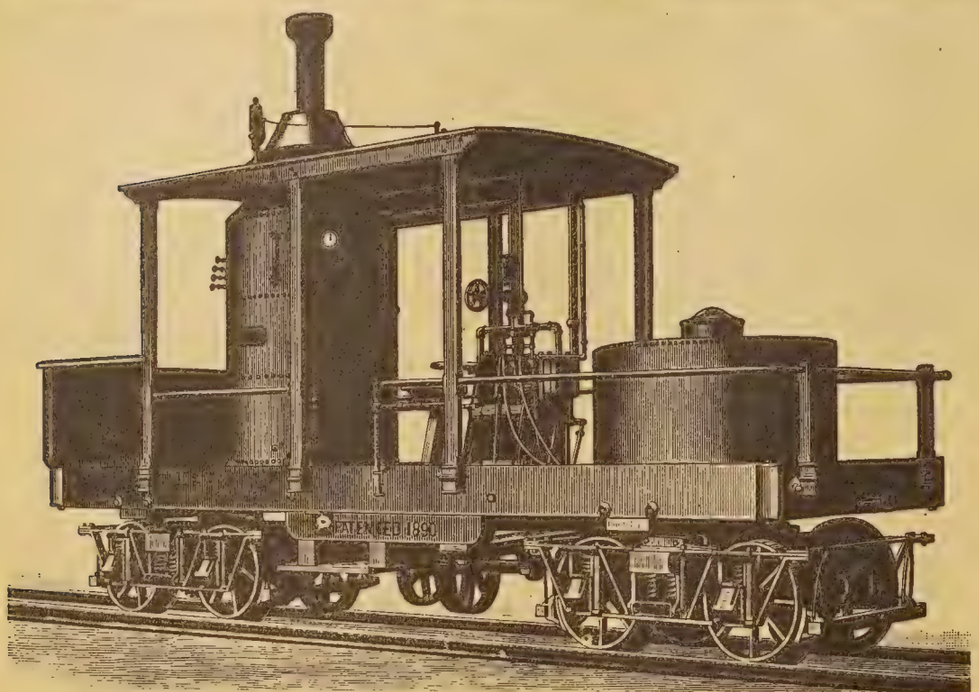
9 *Wasn't there a big train wreck in Italy some years ago that cost more than 500 lives? Tell us about it.*

A disaster, but not a wreck, killed 521 people on train 8017 shortly after midnight March 4, 1944. That train was known in wartime Italy as "the Black Market Special." Illegal dealers from Naples would ride it to Luciana, stuff their valises with goods that were much in demand, and take them back home to sell at huge profits.

At 12:12 a.m. the train, doubleheaded by steam power, pulled into the Balvano-Ricigliano station. That bitterly cold night a hard crust of ice and snow covered the rails. In addition to black marketeers, the train carried 90 medical students from Bari University. Those extra passengers raised the train weight to 511 tons, ten tons above the standard limit for two engines. But apparently nobody noticed it at the time. At 12:50 the train went on her overloaded way.

Two miles out of the station it entered the steeply-graded. S-curved Galleria delle Armi tunnel and groaned to a halt. Instead of backing downhill into the open air, the engineer ordered his fireman to shovel on more fuel in an effort to climb the grade. The fuel, a poor grade of bituminous coal, produced an invisible cloud of deadly monoxide gas which quickly snuffed out 521 lives. The news of this catastrophe was suppressed until after the war.

10 *When and where was the first American railroad charter issued?*



(Top) One of the last Climax engines, 70-ton No. 10, built in 1928, is still serving Hillcrest Lumber Co., Mesachie Lake, B.C., Canada. (Lower) The earliest Climax weighed 12 tons. Built in 1888 for John F. Duncan of Lewisburg, Pa., she ran in the mountains of Center County, Pa., until after World War 1, then was scrapped.

Both pictures from Thomas T. Taber collection

It was obtained in 1815 by New Jersey Surveyor-General John Stevens from the legislature of his state, but expired without a railroad being built.

11 *Specifications, please, of a Class A Norfolk & Western simple articulated locomotive* (2-6-6-4).

These great engines, built at the Roanoke shops, had 24x30" cylinders, 70" driving wheels, boiler pressure of 300 lbs. per sq. in., total engine wheel base 60' 4¾", engine length 73' 9½", weight of engine in working order 573,000 lbs., firebox grate area 122 sq. ft., and tractive effort 114,000 lbs. Equipped with superheater, stoker, and roller-bearings. Tender water capacity 22,000 gals., coal capacity 30 tons.

12 *Could you print an old poem entiled "When 41 goes Through"?*

Yes. Here it is, written by Walt Mair.

When the Corn Belt smiles and drowses in a late fall sun
One town is like another on the way-freight map;
But watch the depot come to life when rusty 41
Begins a-shootin' conders in the old Dutch Gap.

Valley coal is dirty, so the kettle's spoutin' black;
Bob-whites in the corn-shocks scatter at the din.
All the tank-town loafers start to spittin' at a crack
And snappin' their suspenders when the local rambles in.

She takes a drink o' water like a fussy settin' hen;
Out comes the local manifest; we spot a box or two.
Highball from the captain, and she rolls away again.
Iowa gets important when the 41 goes through!

13 *How long has it been since masked gunmen robbed a train?*

Last Oct. 19 six masked gunmen held up a Canadian Pacific passenger train at Kingsey, Que., took 15 bags containing about $3,000 in currency from the baggage car, and fled in an automobile.

14 *How can I get a bell from an old steam locomotive to install in the steeple of a small church of which I am pastor?*

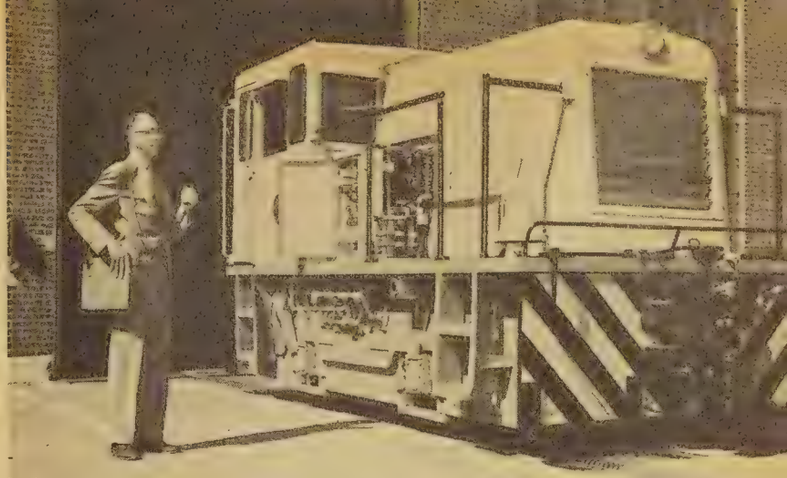
Our Feb. '61 issue carried a roster of steam engines still owned by U.S. common carrier railroads. You might try writing to the president of all such roads that serve your locality. Most big roads have already disposed of their old locomotive bells. For example, the Southern gave away 600 to churches and other non-commercial organizations and now has none left.

15 *What is the difference between Climax, Shay, and Heisler geared engines?*

We asked Thomas T. Taber III, co-author of the new book, *The Climax: An Unusual Steam Locomotive,* and he says:

"The Climax was used primarily in logging but also by coal companies, brick refractories, and sugar plantations. It differed from the other two types in having two cylinders in a position similar to that of conventional rod locomotives but inclined about 30 degrees. Its main rods connected to a cross shaft (axle) which was geared to a main shaft, which in turn was geared to each axle.

"Each wheel was sprung individually to permit the greatest flexibility of any geared engine. This, combined with the even power distribution caused by gearing to the center of each axle, made the Climax the most powerful, for its weight, of all geared locomotives. It was also the best operator on crude track such as pole roads and wooden rails.



Even snowplows today are dieselized. (Right) General Electric has just built a new type of radio-controlled, 25-ton, industrial, diesel-electric locomotive, shown here with J. W. Brauns.

"About eight types of geared engines were built commercially and sold in the United States. The Heisler was merely a refinement of the original Climax design. There were also the Shay and its imitator, the Willamette. Two builders, Davenport and Porter, brought out a still different type of geared engines in which the cylinders were mounted right on the truck. Another major builder, the Price Co. in New Zealand, imitated the Climax and Heisler."

16 *Which is the steepest railroad grade in New Jersey?*

On the Lackawanna between Short Hills and Summit. The average grade from Short Hills to Summit is 1.6 percent. For 200 feet on Summit hill the grade is 1.4 percent, and for 800 feet it is 1.64 percent.

17 *What is a "shoo-fly"?*

Temporary track, usually built around a flooded area, a wreck, or other obstacle. Sometimes it is built merely to facilitate a rerailing. Who can tell us how the term originated?

18 *Has there ever been an air-conditioned caboose?*

Cabooses placed in service by railroads in recent years have many comforts and conveniences, including heat, electricity, radios, hot-plates, and even refrigerators, but we have yet to hear of one in service that is air-conditioned.

At least two *retired* cabooses that we know of are air-conditioned. One belongs to Bishop Herbert Spaugh of the Moravian Church in America, who has a caboose residence secluded in the woods near Charlotte, N.C. The other sits in a back yard in surburban Birmingham, Ala. It belongs to Robert W. Kincey, staff writer and daily columnist for the *Birmingham News*. Can any reader add to this list?

19 *What are transistorized lamps?*

Transistorized electric red lamps that flash intermittently were developed recently by the Pennsylvania Railroad to take over the job of twin marker lights on the rear of cabooses. They light up every second for 1,200 hours on two small batteries, employing a special filament in the lamp bulb controlled by a transistor, which causes it to flash.

The brilliant red blinkers are visible over a greater distance than the present steady lights and mark the rear of the train more clearly. They are more efficient and less expensive to operate than ordinary marker lights.

20 *What was the "Maco ghost"?*

In 1867, a car on the train of Conductor Joe Baldwin became uncoupled near Maco station, 14 miles west of Wilmington, N.C., on what is now the Atlantic Coast Line. It seems that Joe was beheaded in a link-and-pin coupling accident. Shortly afterward, the story goes, a mysterious light began to glow in that vicinity. Superstitious folks believed it was Joe Baldwin looking for his head.

21 *I hear that the Santa Fe has just acquired a new diesel rotary snowplow. What are its specifications?*

That's easy. Wheel base 34′ 10″, total length 50′ 4¾″, 6-wheel trucks, 37″ rolled steel wheels, Timken roller-bearings, four GE-716 traction motors, gear ratio 62-15 plus 62-25, normal full speed 130 rpm, maximum safe speed 150 rpm, diameter of rotor 10′, width of rotor funnel 11′ 2½″, one Vapor steam generator B-end 64-4944-B1, 1000 gals. of boiler fuel, total weight 273,685 lbs. A 20,000-gals. steam locomotive tender forms the base and body of the snowplow structure.

22 *Where can I get detailed information on the Railroad Retirement Act?*

Send 35 cents in coins or money order to the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., for a booklet titled *Questions and Answers on the Railroad Retirement Act*. This brochure covers eligibility requirements, calculation of benefits, records of service, compensation, etc., all based on the law as amended in 1959.

23 *Details, please, of a circus-train wreck on the CB&Q in Kansas in 1892.*

The train was approaching Washington, Kan., on May 17th, after several days of hard rain, when a railroad trestle collapsed. It was the only major train smashup Ringling Bros. ever had. Their route book for that date says:

An appalling crash awoke us. Pouring out into the night, our men perceived a chaos of wrecked cars, some crushed to utter kindling wood, others hurled headlong into a lake of mad waters. The lake was full of dead and drowning horses. With humane bravery our men plunged into the waters to pull the necks of horses out of the water.

Robert O'Donnell was found with a splintered piece of scantling driven clear through his head. 26 magnificent draft horses were floating dead in the river. Two crowded sleepers just escaped destruction. Four seriously injured men were rushed to a Kansas City hospital. The wives of the various Ringlings showed great womanly kindness in their constant ministrations to the stricken.

24 *Since radar checks on automobile speeds, could it be used also to check on train speeds?*

Yes. The Norfolk & Western recently adopted a portable radar unit to make independent checks of train speeds with-

Simple articulated type of locomotive.
Norfolk & Western Railway

Radar Trainmaster Speed-Detector

out the knowledge of train crews. The Radar Trainmaster Speed-Detector, model 500, as it is called, was furnished by Railroad Materials Corp., New York City. Its meter operates off 12-volt DC either at trackside or on an adjacent highway. A portable battery or an automobile battery supplies the power.

25 *How does the Canadian National classify its diesel locomotives? The letters and numbers puzzle me.*

CNR's diesel classification scheme consists of two or three letters followed by a dash, one or two numbers, and then one or two small letters. E stands for General Electric; L for Brill or CLC-Canadian Westinghouse; G for General Motors Diesel Ltd., General Motors-Electro Motive Corp. or Div.; M for Alco-GE, Alco Products, Montreal-Canadian General Electric, or Montreal Locomotive Works; C for Canadian Locomotive Company.

Second letter designates body style; S, yard switcher; R, road switcher; P, road unit with steam generator; F, road unit without steam generator.

Third letter, if used, gives the following additional data: G, road switcher equipped with steam generator; A, road unit with control cab; B, road unit without control cab. The number gives the unit's horsepower to a near hundred.

The last small letters are sub-classes, beginning with the first order as a, the second order as b, and so on through z, then za, zb, etc.

26 *Long ago, when I was a boy living in England, I read a poem called "On the London Express." I don't suppose you have that poem, but maybe some reader can find it.*

Oh, but we do have the poem. Here it is, and the author is B. M. Tunnell:

Some day shall I, too, sit in trains and sleep,
My head, like hers, rolling from side to side
And I, a snoring, heavy huddled heap,
Though the green downs of Kent lie low and wide?

Though Winchester is somewhere to the west,
And Oxford not two hundred miles away—
Some day shall my head bob against my breast
As I go up to London town in May?

Some day shall I, too, doze complacently
When Canterbury's towers are looming near,
When I shall see Stokes Poges presently
And Hampton Court and Maidenhead and Shere?

Shall I, outwitted, too, by time, some day
Nod as I ride along the Pilgrim's way?

Running Extra

William Henry Ross, M-K-T fireman until Nov., 1927, who lived at Parsons, Kan., is sought by his daughter, Mrs. Hazel Ross Pratt, 1238 Lake Breeze Rd., Lorain, Ohio. He is 64, about six feet tall, and has blue eyes.

Who can supply the words to a poem for H. B. Jefferson, Bureau of Information, Provincial Bldg., Halifax, N.S., Canada? It begins somewhat like this:

There's a little old shack
Built close to the track,
A little old smile from Erin's Isle . . .

Wanted by Dirck Terwilliger, 2115 Lewton Pl., Lansing, Mich., data on the old Cape Girardeau & SE Missouri RR., such as route, mileage, type of equipment, and date of abandonment.

Ted Herbert, c/o Railroad Materials Corp., 30 Church St., New York City, has an old railroad coach lamp, manufactured in Paris, monogrammed CFSN, and seeks information about it.

"When and where were these Pennsy locomotives built and used: 2-8-2 No. 180 and 2-10-4's 6167 and 6158?" asks W. J. Tobash, 135 Waugh Ave., New Wilmington, Pa. "All three were scrapped at Warren, Ohio."

Where is Grady Smith? In 1955, when working as EJ&E fireman, he took a sick leave and disappeared, leaving behind his car and clothes. If you know where he is, tell his daughter, Mrs. Jim Deal, 6300 W. 9th St., Gary, Indiana.

Information on Grand Rapids (Mich.) Street Ry. is sought by William Casey, 569 Surby Ave., Battle Creek, Mich. He asks if the line operated a funeral car and if other cars were equipped with mailboxes. Who knows?

Dewey Glazebrook wrote (Oct. issue): "The guides move back and forth on the crosshead of a locomotive in motion." This is denied by Ronald F. Amberger, 86 Eagle St., Troy, N.Y. "When a steam locomotive is in motion," he maintains, "the crosshead moves back and forth relative to the guides. No one can dispute this. The question is, does the crosshead move at a constant speed relative to the ground? I say that it does.

"The slack in a train with two equally-powered engines, one on each end, does not necessarily appear halfway down the train. If all cars develop an equal amount of friction, it would, but there is little likelihood that any two cars would develop the same amount of friction. It is also unlikely that any two engines would develop the same amount of power (or tractive effort) simultaneously. But it is pretty certain that the slack will appear at some place near the middle of the train."

Now listen to L. Knapp, 7808 88th Ave., Woodhaven, N.Y.: "All parts of the driving wheels, inside the tire, move forward with the engine at all times, except a tiny point in actual contact with the railhead, which is momentarily motionless. The top of the wheel moves forward at twice the axle speed. The latter, of course, equals the engine's forward speed.

"Since the crosshead and piston are connected to the wheel with a steel rod about halfway between the axle and tire, they never move backward in reference to fixed trackside objects. If the wheels slip, all bets are off."

Information about D. C. Moon, a onetime railroader, is wanted by C. O. Gay, 118 N. Carver St., Warren, Pa.

"The railroad picture postcards, mostly steam power, sold by Robert Fremming, P. O. Box 147, Dallas, Wis., are the best of their kind I've ever seen," enthuses Edward F. Kraft (Milwaukee Road pilot-conductor), 3427 N. Ottawa Ave., Chicago, 34, Illinois.

Anecdotes and action shots are needed by Allen Jorgensen, 3818 New York Ave., Seaford, N.Y., for an article on suburban tank locomotives he is writing for *Railroad Magazine*. Credit will be given for all usable items sent to him.

C. B. Cobb seeks railroadiana of steam-engine days for the small railroad museum he has set up in his old Colonial home at 168 Whipple Rd., Kittery, Maine. If you ever visit Kittery, drop in to see him.

Miss Lottie Mason, 1-C Coronado Courts, Douglas, Ariz., daughter of a retired SP conductor, would like to find her mother, Mrs. Emilia May Lason, last heard from in Texas. Lottie hasn't seen her since 1923, when the parents separated.

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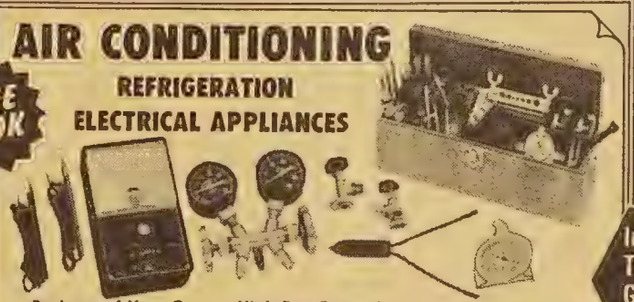

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• **Dear Friend:**

If you're like most people, you have always dreamed of "some day" starting and owning a nice little Home Mail Order business, so that you can quit knocking yourself out day after day, with no **real** money to show for it.

"What a relief," you have thought. "Just to pick up orders and money at the Post Office, with almost nothing else to do but spend your profits." No traveling. No hard selling. No night work.

And you want to know something? That's **exactly** the way a Mail Order Business **can be,** under the right circumstances. I am doing it myself. I've helped other ambitious men and women to do it. And I'll help you, if you'll let me.

• **START NOW — NO EXPERIENCE REQUIRED**

I'm not talking about a long winded book on "Mail Order Methods", or a "Course of Study" that will take you a year to digest and still leave you up in the air! You've answered ads like that, I am sure . . . only to be disappointed and perhaps even annoyed that they **promised so much,** and turned out to be of such little practical value.

No . . . I'm not trying to educate you. My purpose is to **set you up in a profitable Mail Order Business** . . . not next year or next month, but **right now** so you can start making money the **same way I do.** A way that has brought me security and financial independence.

• **THE SECRET KEY THAT HAS MADE MILLIONS**

The heading on this ad mentions what I call the "Secret Key", and says it has "Made Millions in Mail Order". And that's no exaggeration! It is responsible for some of the most **fabulous successes in history!** There's no room here to explain it . . . but if you show a **sincere interest** by mailing me the Coupon below, I'll send you a **FREE sample** and tell you how to use it . . . to make more money with **less effort** than you have ever imagined, even in your wildest dreams! That's Step No. 1 of my plan to set you up in business.

• **CASH IN ON FOREIGN MADE PRODUCTS (IMPORTS)**

Everybody knows that there is a **fantastic profit** in IMPORTS . . . that items costing 50c or $1 abroad often sell up to $5 and $10 in this Country! But what most people **don't realize** is that importing procedures are **too complicated** for the average person to undertake on his own. **And that's where I come in.**

I am already importing watches, and cameras, and sporting goods and hundreds of other fast-moving items from all over the world . . . Now you can do the same without **experience** or previous importing knowledge! My secret Key Plan is an airtight Program, all laid out for you ready to go. I make everything available to you at once! You do not advertise; you do not prepare advertising literature of any kind. You do not invest in merchandise or inventory. You do not **even handle** the Imports that you sell so easily, by mail to the public. About all **you have** to do is go to the Post Office for your mail, then to the **Bank** with your **profits.** That's Step No. 2 of the Program I offer you.

• **EXCLUSIVE FRANCHISE IF YOU ACT NOW AND CAN QUALIFY**

Once you **start** making money in this exciting way, you'll want to make sure it will last . . . so my 3rd and **final** step is to offer you an opportunity to have an **Exclusive Franchise** to hold as long as you qualify. With this Franchise as protection you may make **more,** and **more,** and **MORE.** Start as small as you wish at home, build a big business requiring a special building & dozens of employees, if that is your ambition.

My own beginning was made with about $50 capital, and no help from anyone (such as I now offer you). Today my sales by mail have long since passed the **million dollar mark.** I own a big home and my own business building, drive to work in a Cadillac, pay out thousands of dollars a month to employees. And every penny of this came from **mail order profits.**

So you see, my "Secret Key" is not an untried idea or a pipe dream. It is a proven, practical **money maker** that **you can use** just as I do, perhaps to take in more money every day than you could reasonably expect to make in a month by personal, face-to-face selling . . . no matter how good you are, or how good your product.

• **NO INVESTMENT IN MERCHANDISE**

Let me repeat what I stated above . . . that **you don't have to invest even one penny in merchandise.** Just follow my detailed plans for use of the "Secret Key". If you ever find an **easier way** to make money at home, I hope you'll tell me so I can join you. In the meantime, I hope you'll start my way, for it's the easiest I've seen or heard of up to now!

Airmail the Coupon **today sure.** Only a limited number of Exclusive Franchises are available. I'll see that you get the FREE sample of the "Secret Key" along with complete details of my **Entire Secret Key Plan** immediately. No cost or obligation. Just fill out and mail the Coupon NOW! You will **always** be glad you did!

Cordially yours *Nels Irwin*

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New York, New Haven & Hartford RR.

Locomotive Roster compiled by Sy Reich

Diesel Electrics, Electric Diesel Electrics, and Electric Diesel Hydraulics

Railroad Class	Road Numbers	HP	Bldr	Model	Wheel Arrngt.	Tract. Effort	Weight	Date	Notes
DER-1a	0700-0709	2000	Alco-GE	PA-1	A1A-A1A	58,750	352,700	1941-2	1
DER-1b	0710-0749	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1942-5	1
DER-1c	0750-0759	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1945	1
DER-2a	0400-0429	1500	Alco-GE	FA-1	B-B	60,150	240,600	1947	
DER-2b	0450-0464	1500	Alco-GE	FB-1	B-B	59,100	236,400	1947	
DER-2c	465-469	1600	Alco-GE	FB-2	B-B	60,900	243,600	1951	
DER-3a	0760-0786	2000	Alco-GE	PA-2	A1A-A1A	51,750	307,500	1948-9	
DER-4	790-799	2400	FM	CPA24-5	B-A1A	63,120	307,500	1951-2	
EDER-5	2000-2029	1750	GM-EMD	FL9	B-A1A	56,940	284,500	1957	2
EDER-5	2030-2059	1800	GM-EMD	FL9	B-A1A	56,500	279,950	1960	2
EDR-6	3000-3001	1000	BLH	RP 210H	B-2	28,775	194,100	1956	8
EDER-7	3100-3101	1720	FM	P12-42	B-2	28,725	224,100	1957	8
DERS-1b	0660-0671	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	
DERS-2b	0500-0516	1500	Alco-GE	RS-2	B-B	61,250	245,000	1947-8	
DERS-2c	517-536	1600	Alco-GE	RS-3	B-B	62,150	248,600	1950	
DERS-2c	537-546	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
DERS-2c	547-561	1600	Alco-GE	RS-3	B-B	61,650	246,600	1952	
DERS-3	590-599	1600	FM	H16-44	B-B	63,250	253,000	1950	
DERS-4	1200-1229	1750	GM-EMD	GP9	B-B	63,500	254,000	1956	
DERS-5	1400-1414	1800	Alco Pr.	RS-11	B-B	65,850	263,390	1956	
DERS-6	1600-1614	1600	FM	H16-44	B-B	64,600	258,500	1956	
DEY-1	0900	600	Alco	——	B-B	50,000	200,000	1931	1
DEY-1a	0911-0920	630	Alco	——	B-B	49,750	199,000	1938	3
DEY-1b	0921-0930	660	Alco	——	B-B	49,000	196,000	1939-40	4
DEY-2	0901-0905	660	GE	——	B-B	49,000	196,000	1936	5
DEY-2a	0906-0910	600	GE	——	B-B	48,750	195,000	1936	6
DEY-3	0931-0995	660	Alco-GE	S1	B-B	49,500	198,000	1941-49	
DEY-4	0800-0818	380	GE	44 ton	B-B	22,000	88,000	1941, 5, 7	7
DEY-5	0600-0621	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
DEY-6	630-639	1200	LH	Yd. Sw.	B-B	61,250	245,000	1950	8
DEY-7	640-659	1200	GM-EMD	SW1200	B-B	61,425	245,700	1956	

Electric Locomotives

Railroad Class	Road Numbers	Wheel Arrngt.		HP	Tract. Effort	Weight	Bldr.	Date	Driv.	Mx. Sp.	Motor	Notes
EP-3a	0351-0360	2—C+C—2	GQ	3440	68,400	403,500	GE	1931	56 80	6	GEA 621	9
EP-4	0361-0366	2—C+C—2	GQ	3600	68,200	432,000	GE	1938	56 ?	6	GEA 622	10
EP-5	370-379	C—C	DG	4000	87,625	350,500	GE	1955	40 105	6	GE 752-F	

Multiple Unit Cars

Road Numbers	Type	Bldr.	Date	Weight	Tract. Effort	Motors	Seats	Notes
4028-4040	RRR CE Mtr. Coa.	Std. St.	1914	175,100	20,000	4 WH 409D	84	11
4041-4051	RRR CE Mtr. Coa.	Osg. Br.	1921-2	174,000	20,000	4 WH 409D	84	12
4052-4055	RRR CE Mtr. Coa.	(13)	(13)	176,100	20,000	4 WH 409D	84	13
4070-4094	AR CE Mtr. Coa.	Osg. Br.	1926	176,000	20,000	4 WH 409D	120	
4095-4097	AR CE Mtr. Coa.	Osg. Br.	1929	178,900	23,000	4 WH 412B	120	
4098-4109	AR CE Mtr. Coa.	Osg. Br.	1931	180,000	23,000	4 WH 412B2	120	14
4216-4236	RRR CE Tr. Coa.	Std. St.	1914	103,200	Control	Trailer	84	15
4238-4251	RRR CE Tr. Coa.	Osg. Br.	1921-2	103,450	Control	Trailer	84	16
4252-4288	AR CE Tr. Coa.	Osg. Br.	1926	103,600	Control	Trailer	120	17
4289-4294	AR CE Tr. Coa.	Osg. Br.	1929	104,500	Control	Trailer	120	
4295-4313	AR CE Tr. Coa.	Osg. Br.	1930	105,200	Control	Trailer	120	
4400-4488	SS Mtr. Coa.	Pull. St.	1954	156,900	?	4 WH 100hp	120	
5110-5111	AR CE Tr. Comb.	Osg. Br.	1930	112,500	Control	Trailer	87	
5112	SS Mtr. Comb.	Pull. St.	1954	158,200	?	4 WH 100hp	92	
5113	SS Mtr. Club	Pull. St.	1954	156,800	?	4 WH 100hp	45	
4660-4661	SS Mtr. Club	Pull. St.	1954	156,000	?	4 WH 100hp	44	
4670-4676	SS Mtr. Club	Pull. St.	1954	155,600	?	4 WH 100hp	67	

Miscellaneous Notes

Roster compiled from data supplied by the New Haven's General Mechanical Superintendent, accurate as of Oct. 31, 1960. For detailed historical roster and specifications of New Haven and New York Central electric locomotives and multiple-unit cars, see Dec. '58 *Railroad Magazine*.

Abbreviations used: Alco, American Locomotive Co.; GE, General Electric Co.; FM, Fairbanks-Morse; GM-EMD, General Motors-Electro Motive Div.; BLH, Baldwin-Lima-Hamilton; Alco Pr., Alco Products; LH, Lima Hamilton; Driv., driver diameter in inches; Mx. Sp., maximum speed in miles per hour; RRR, railroad roof; CE, closed end; Mtr., motor; Coa., coach; AR, arch roof; Tr., trailer; SS, stainless steel; Comb., combine; Std. St., Standard Steel Car Co.; Osg. Br., Osgood Bradley; Pull. St., Pullman Standard; WH, Westinghouse Electric Co. GQ, geared quill; DG, direct geared.

(1) Scrapped.
(2) Equipped for third rail operation.
(3) All except 0913 scrapped.
(4) 0922 scrapped.
(5) Sold to Bangor & Aroostook, renumbered 30-34 and reclassed K-1A.
(6) Four units sold to National Metals Corp.; one sold to Atlantic Coal Corp.
(7) 0800, 0802-0806, 0808, 0809, 0811, 0813, 0814, 0816 and 0818 are scrapped.
(8) Retired, stored pending disposition.
(9) 0360 renumbered 350 when 0 prefixes were removed; 351, 353, 356 are scrapped.
(10) 0366 renumbered 360 when 0 prefixes were removed; 0363 destroyed in Bridgeport wreck July 14, 1952.
(11) All scrapped except 4031, 4034, 4036.
(12) All scrapped except 4041, 4045, 4047.
(13) Originally cars 4060-4063 built by Standard Steel in 1915 for AC only operation. Converted to AC-DC operation at Van Nest shops of NYNH&H in 1940-41. All scrapped except 4052 and 4055.
(14) 4099, 4106 scrapped.
(15) All except 4228, 4235, and 4236 scrapped.
(16) All except 4238, 4240, 4243, 4245, 4248, 4250, and 4251 scrapped.
(17) 4260, 4286 scrapped.
(18) 4309 scrapped.

Next issue: JUNE (out April 4)

will cover Mexico's present-day steam and trolley operation, Erie-Lackawanna loco renumbering, N&W-VGN and CNJ loco rosters, other short hauls, many good pix, departments, fiction, beautiful steam colored cover.

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Steve Maguire's TRANSIT TOPICS

Capitol Traction Company car 303 in Washington, D.C., passes Union Station.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

MEXICO CITY has just opened a new rapid-transit line, 5½ miles long, reports Luis Leon Torrealba, Panama 705, Mexico City 13, D.F., Mexico. Built along Calzada de Tlapan, an ancient Aztec causeway, most of it is located in the middle of an automobile roadway not unlike Chicago's Congress Street line.

Steve Maguire

Four different routes use the new line—Xochimilco, Tlapan-La Villa, Mixcoac-La Villa, and Huipulco-Zocalo—thus cutting the time taken when those routes traversed city streets. The lines now start downtown. After only two blocks of street-running, they enter the new trackage. The latter runs to Churubusco Circle and will soon be extended another mile to Huipullo Circle. (Mexico's beautiful capital has many "Circles," parks and monuments.)

You reach the 25 new stations by climbing stairways or descending into tunnels. Overhead catenary is attached to steel H-beams.

Thirteen trolley routes now serve the capital. Operating only PCC's. Three Mexican cities have streetcar systems. Your *Transit Topics* editor will tell about them in an illustrated feature article in the next issue of *Railroad.*

PHILADELPHIA's energetic Mayor, Richardson Dilworth, has asked City Council for $1,60 million for a modern transit program that would integrate commuter railroad service into the city system during the next five years.

His plans include the merger of the Pennsylvania and Reading local lines in the city, with a connection by subway under Filbert Street. Also, he would buy 52 new passenger cars for Operations Northeast and Northwest and for the Manayunk, Torresdale, and Shawmont commuter lines and 80 more PCC trolleys, second-hand, for m.u. train operation out of subway-surface lines. The latter would probably be used for the large redevelopment project now shaping up in the Eastwick section, South Philadelphia. There, several miles of old buildings are being torn down and low-lying land is being filled in for a vast new housing development. Also planned are construction of a Northeast subway and an extension of the Broad Street subway to Pattison Ave.

VERY FEW fantrips are held in winter, despite the possibility of picturesque snow scenes among the attractions, but the Transit Improvement Asso. is sponsoring one Feb. 22 over the Long Island Railroad to Montauk, on the island's eastern tip, in chartered diesel rail-cars. Fare $5, incl. tax, if paid before Feb. 19, or $6 thereafter. Get details from Everett A. White, chairman, 481 12th St., Brooklyn 15, N.Y.

The Washington's Birthday trip is for the benefit of New York City's only transportation Museum, The Trolley Museum of N.Y., a non-profit, educational corporation. This group recently acquired a deed from the city to a plot of vacant land which used to be part of an old streetcar company's right-of-way as a potential museum site. It is located at 457 Dahill Rd., Brooklyn, near Ditmas Ave. rapid-transit station.

CUBA'S situation seems to be well in hand. Premier Castro's office assures us there are no restrictions on railfans entering Cuba or riding or photographing its railways. "You do not need a special permit or invitation to visit Cuba," writes Dr. Juan A. Orta of Premier Castro's staff. "You may bring your cameras and ride the Hershey Railway as you wish."

We raised the point that photographing the traction line might inadvertently lead to arrest. Dr. Orta replied: "You will not be considered spies if you do not act as spies or cause trouble."

He advises railfan visitors to first receive proper identification from his office in the INRA Building, Havana.

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And especially is this true of the lovely valleys surrounding **Albuquerque,** the queen of New Mexico. This exciting city is bursting at the seams and homes are spilling out in all directions. Albuquerque has become America's "7th fastest growing city" — and is picking up speed at an astounding tempo.

Astounding? Please consider: In 1940 Albuquerque had less than 36,000 people. By 1950 it had soared to 97,000. And in the last 10 years it has rocketed to more than 260,000!

There are so **many** reasons for this fantastic rate of growth. Nowhere in America is there land more **beautiful** than the rich valleys that rim Albuquerque. The **climate** is possibly without equal in all of America — a summertime of balmy sunny days* and bracing nights — blanket-sleeping nights; and in the winter equally sunny days* — shirt-sleeve weather. **Health?** This is a region whose mildness and purity of climate have given new life to people from all parts of our land — where, in respiratory ailments alone, thousands of cures have been miraculously achieved by the mild weather, the dry air, the abundant sunshine, the low humidity. In the words of the Encyclopedia Brittanica the Albuquerque region is **"a health resort"**! And what about **sports, entertainment, activities, opportunity?** In the lofty close-by mountains are fishing, swimming, hunting. Skiers wear shorts. Golf is played the year 'round. Albuquerque itself is crammed with magnificent shops, theatres, churches, schools — including the University of New Mexico with 7000 enrolled students, bright new college buildings and modern football stadium. Albuquerque has the 5th busiest airport in the United States. Its industry and employment potential are boundless. Its 3 television channels and 9 radio stations, its opportunties in land ownership, jobs, small business; its sunniness, its freshness and sparkle — all of these mark the personality of a great city.

The wonder is **not** that Albuquerque is growing so rapidly. The wonder is that one can **still** buy a lovely piece of land close to the city at so low a price as $395 an acre! All you have to do is to take a look at the six cities which in all of America have grown even faster than Albuquerque. **What would you have to pay for an acre of comparable land only 39 miles from their shops and theaters?**

(These figures include outside Central City)

	Population	Rate of Rise 1950-1960	Cost Per Acre of Comparable Land 39 Miles from Downtown
1. San Jose, Calif.	639,615	120.1%	$2,500 — $ 5,000
2. Phoenix, Arizona	652,032	96.5	$3,500 — $ 7,000
3. Tucson, Arizona	262,139	85.6	$1,500 — $ 3,000
4. Miami, Florida	917,851	85.4	$5,000 — $10,000
5. Sacramento, Cal.	500,719	80.7	$2,000
6. San Diego, Cal.	1,003,522	80.2	$4,000 — $ 8,000
7. Albuquerque, N. M.	**260,318**	**78.7**	**$395 (Valley of The Estancia Ranchettes)**

** Last year for example, there were only 8 days that were not sunny.*

These statistics are eye-openers, aren't they? **Yet real estate men are saying that the prices you have just read will soon apply to the Albuquerque region!**

And as lovely and luxuriant an area as Albuquerque can boast is **The Valley of the Estancia Ranchettes.** Rimmed by mountains, lying flush alongside the most important highway in the West, **Route 66,** and only 39 miles from Albuquerque, **The Valley of the Estancia Ranchettes** is the essence of the enchanting Southwest. Please read this carefully! **The Valley of the Estancia Ranchettes** are not barren desert tracts. **They are lush and green!** Water waits to be tapped. The soil is so fertile as to bear fruit trees and truck gardens. Our Route 66 neighbors frame the landscape with their low modern ranchettes, homes, motels. Our next door neighbor is the famed $200,000 Longhorn Museum of the Old West . . . Oh yes, this is a very lovely land.

As our headline says, an acre in our beautiful VALLEY OF THE ESTANCIA RANCHETTES costs **$395 complete!** And the terms are $10 down and $10 a month per acre. That's it — no extras, no hidden additional costs. You may reserve as many acres as you wish. AND YOU TAKE NO RISK IN SENDING YOUR $10 TO RESERVE YOUR ONE ACRE RANCHETTE SITE. Your $10 reserves an acre for you, but you have the unqualified right to change your mind. As soon as we receive your reservation we will send you your Purchase Agreement and Property Owner's Kit. The package will show you exactly where your property is and will include full maps, photographs and complete information about your property. Other maps will show you nearby Arizona — even old Mexico itself, 250 miles away. You may have a full 30 day period to go through this fascinating portfolio, check our references, talk it over with your family. If during that time you should wish to change your mind (and you don't have to give a reason either) your reservation deposit will be **instantly** refunded. (ALBUQUERQUE BANK REFERENCES).

Experienced realtors think that the Albuquerque area presents the most exciting acreage buy in America. On the outskirts of the city, land is now going for $5000 to $6000 an acre. One day soon the Valley of the Estancia Ranchettes could be a suburb of Albuquerque. Act now. You'll be forever grateful that you did.

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2316 CENTRAL S.E., ALBUQUERQUE, N. M.

Gentlemen: I wish to reserve _____ acres in the VALLEY OF THE ESTANCIA RANCHETTES. I enclose a deposit of $_____. (Please send deposit of $10 for each $395 acre you reserve.) Please rush complete details, including my Purchaser's Agreement, Property Owner's Kit, maps, photographs, and all data. It is strictly understood that I may change my mind within 30 days for any reason and that my deposit will be fully and instantly refunded if I do.

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Ottawa (Canada) Transp. Comm. car 680; trolley service ended in 1959.
Ronald J. Cernak, 36 S. Lincoln, Westmont, Ill.

LAMTA car 1583, ex-PE, now painted two-tone green with a white roof.
Paul Thompson, 229 N. Summit Ave., Prescott, Ariz.

As a result of reading our Hershey story in Oct. '60 *Railroad,* Stephen Renovich, 267 Liberty St., San Francisco, Calif., went to Cuba for ten days. Before going, he wrote the railway for permission to take pictures, which he says was promptly granted.

VISITING Huntsville, Ont., Canada, the other day, Ted Taetsch discovered that the curious little steam road which used open trolleys as trailers, known as the Huntsville & Lake of Bays Railroad, has been abandoned and its track torn up. Another piece of antiquity gone!

DOWN in Bogalusa, La., according to Wilbur T. Golson, Box 1791, Baton Rouge, La., the Gaylord Container Corp. has a former Chicago El car, No. 1796, converted to freight use. Built by ACF as a trailer in 1907, this car was later converted to a motor. Gaylord bought it in 1958, closed in three sides and removed the other side for loading paper stock rolls.

WHICH Philadelphia & Western car was destroyed by fire" asks David Crawford, 1125 11th St., Huntington, Va. We quote from a fire underwriters' report: "March 14, 1933. Car 203, after leaving the Norristown terminal on its first trip at 4:45 a.m., was discovered on fire while crossing the Schuylkill River bridge. The crew continued the trip to Bridgeport at the south end of the bridge and notified the Volunteer Fire Department by telephone. The fire department was slow responding to the alarm, and the car body was totally destroyed."

Photos of PST cars 10 and 167 that illustrated our roster in Dec. '60 should have been credited to Dick Short, a Reading Railroad employe at Philadelphia, Pa.

WANTED by Pennsylvania Railway Museum, Asso., Inc., Box 832, Pittsburgh 30, Pa., photos and data on trolley and interurban car-bodies now being used as diners. The group is compiling a directory of all such cars.

CHICAGO TRANSIT AUTHORITY is pleased with the results of its new train-phone system, established last November on its north-south rapid-transit lines, that now permits communication between Operations Control in the Merchandise Mart and the motormen of trains on the road. The route carries about 360,000 passengers on an average weekday, 65 percent of CTA's daily total of rapid-transit riders.

This is the first train-phone system ever installed for regular daily use on an urban transit system. Motormen of in-service trains can now report instantly and directly to Operations Control in emergencies such as illness of a passenger, equipment failure, a disturbance, or other items which causes delays. In such cases, Operations Control gives direct instructions to the motormen for prompt corrective action and arranges for any necessary assistance.

A NEW trolley set up is nearing completion at Columbia Heights, a few miles southwest of Cleveland, we learn from two Ohioans: Ted Taetsch, 14218 Garfield Ave., Lakewood, and Max E. Wilcox, 429 West Ave., Elyria. It is being built for Gerald Brookins, who expects to begin service very soon over a half-mile track. Later he will extend it to Fitch Road and build a wye for turning two single-end cars that he hopes to get from Shaker Heights Rapid Transit.

Already 50 steel poles have been erected. The line's construction was delayed a long time while Mr. Brookins waited for the Cleveland Transit System to do some dismantling so he could buy second-hand poles at low cost. The poles and brackets came from the Clifton Blvd. trackless-trolley line, the trolley wire from the Lorain Ave. line, and the rail from CTS's Dennison Yards, which have just been torn up.

First operation will be with two double-end cars, 303 and 304, from Shaker Heights. Both have been repainted. Mr. Brookins also aims to get an open trolley. If he can't, he will rebuild one of the other 300's into an open type. He had to padlock the cars now on his property to protect them from souvenir-hunters—a sad commentary on the ethics of some railfans. So many items were found missing at the Kingsbury shops after a recent Shaker Heights fantrip that Superintendent Jones probably will never sanction such a trip again, and unauthorized fans visiting the yards will be ejected.

This incident is not unique. The Philadelphia Suburban line bars visitors from its Llanerch shops because of the rash of railfan thefts which broke out there a few years ago.

ANOTHER new trolley line may be operating this year. The revivified East Broad Top narrow-gage at Orbisonia, Pa., has purchased Johnstown Traction car 311 and aims to lay an additional

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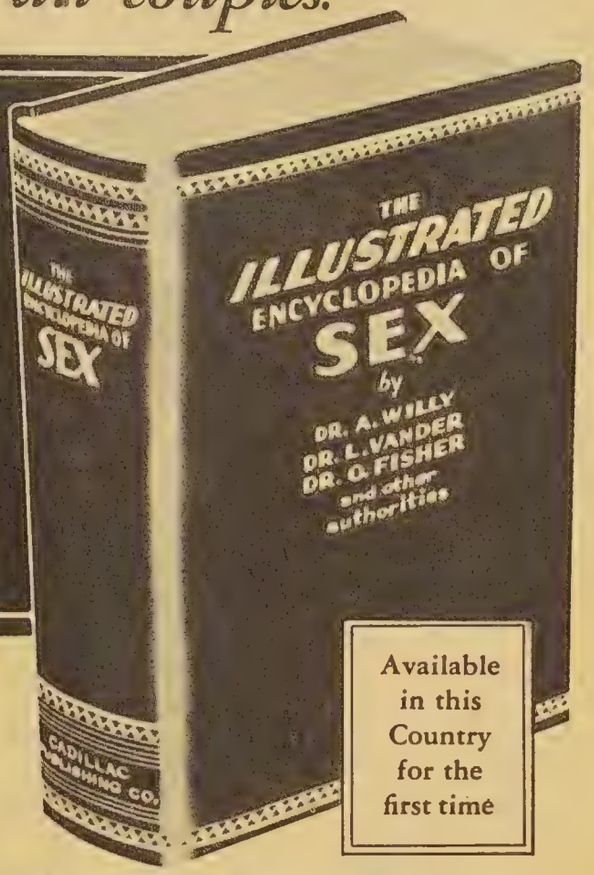

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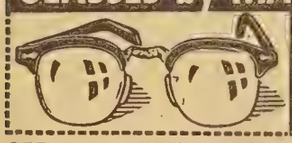

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rail to create a standard-gage track, and erect overhead wires. After this project is completed, the 311 will hum along merrily over the steam-railroad line.

ONLY five car barns still function at Pittsburgh, out of 26 many years ago, writes Clarence Gerst, 146 Overbeck St., Pittsburgh 12, Pa. Glenwood barn was the latest casualty. Still active are South Hills, West View, Keating, Craft Ave., and Rankin. Most of the cars plying the rails are relatively new PCC's. Those of the 1000 and 1100 series are scrapped when they break down.

CORRECTING our recent Loudon Park Cemetery story, E. D. Wenmore of Oakland, Calif., says the streetcar lines of Baltimore, Md., were 5′ 4½″, not 5′ 2½″ as we stated. He adds that Oakland had horsecars with 5′ gage and that by 1895 seven different companies used gages of 3′ 6″, 4′, and 4′ 8½″. San Francisco originally had 5′ horsecar gage, but after the 1906 earthquake and fire the entire cable system was rebuilt to standard gage. The same city boasted a 3′ gage steam dummy line to the beach and a line of 3′ 6″ gage.

MONEY for the purchase and preservation of New York City Transit car 999, a big, wooden, interurban-type vehicle which served for years as an instruction car for subway motormen, has been collected through the untiring efforts of Ed Watson, 934 Albermarle Rd., Brooklyn, N.Y. He led the drive that raised $900, partly from railfans and partly from a circular letter sent to NYCTA employees, many of whom had learned their trade on the old 999.

BIDS on 150 second-hand PCC cars are sought by Buenos Aires Municipal Transport from North American companies for service on several long, straight runs in the Argentine capital, reports Arnold I. Reid, Defensa 665, R. 46, Buenos Aires, Argentina, who adds that Buenos Aires officials also are buying 80 new subway cars.

WE LEARN from the ERA's well-edited monthly bulletin, *Headlights*, that Wisconsin's last streetcar service has ended. It was operated by the Wiscousin Electric Power Co., which, however, still uses an electric freight train to bring coal to its Lakeside plant from interchanges of the Milwaukee Road and Chicago & North Western.

SHEFFIELD TRAMWAYS, one of Britain's last tram companies, put up a gallant fight for many years but has finally given way to buses. The line dates back 87 years, when the first steam tram ran into the city. Sheffield saw its first electric car in 1899; since then 450

Philadelphia Transportation Company car 2066 on rural part of Rte. 36.
Stephen D. Maguire

trams have run over the line. Many were knocked out by air raids in wartime.

The recent 75th anniversary of the first British electric tramway, Blackpool Corp. Transport, featured a fine operating display of old and modern equipment. Blackpool's tramway began operating Sept. 29, 1889, and has run continuously ever since. Unlike most streetcar lines, it has firmly resisted conversion to buses. Recently it put into service the first of ten new streamliners. This system reminds you of the bygone Atlantic City lines. Blackpool is a seashore resort. Its tramway runs along the Promenade for ten miles, mostly on private trackage. Other routes shoot off the main line for short distances.

New Electric Publications

The Puget Sound Electric Ry. is another in Ira L. Swett's long list of fine interurban histories. Its 166 pages carry some of the best pictorial material ever

Maj. John H. Vogel holds streetcar model built by some unknown employee of trolley system in Seoul, Korea, who vanished in the war with Japan.
Maj. Vogel, 721 Cresent Blvd., Sea Girl, N.J.

garnered on Seattle-Tacoma interurbans. Also included are reproductions of timetables, tickets, train orders, etc. These plus a history, roster, and maps make a complete coverage. Copies $3 each from Ira Swett, 1416 S. Westmoreland Ave., Los Angeles 6, Calif.

History of *Brockton Street Ry. Co.* (Mass.) and its predecessors is narrated in the 22 pages of July '60 *Transportation Bulletin.* Written by Carlton E. Tucker, it provides the earliest chronicle of the many small lines that later became part of the Eastern Massachusetts Street Ry., with numerous illustrations. Price 75 cents from Roger Borrup, Warehouse Point, Conn.

A 64-page history of *The Manchester Street Ry.*, priced at $2.50, is published by Electric Railway Historical Society, P. O. Box 3305, Chicago 54, Illinois. This is another of O. R. Cummings' well-written, well-illustrated stories of New England traction lines, with map, roster, reproductions of timetables, etc.

Also published by ERHS is *The Safety Car* reproducing a 1920 General Electric booklet, 20 pages, extolling the Birney Safety Car, with pix, mechanical data, and list of cars; price $1.

Latest ERHS publication is *Brill Magazine of 1917,* 60 pages of the best material culled from old issues, articles such as the series, "Interurban Centers and Interurban Cars," which in each issue featured a different city. This fine illustrated publication sells for $2.

Many good old views of horse, cable, and electric cars in California's East Bay area appear in a 36-page booklet issued to mark the recent acquisition of the Key System properties by the new Alameda-Contra Costa Transit District. This Oct. '60 special issue of *A.C. Transit Times* contains a history of rail transit in the area. A copy will be mailed to anyone sending 50 cents to Alameda-Contra Costa Transit District, 1106 Broadway, Oakland, Calif.

Nearing publication is *Interurban Limited,* a simplified, 45-page story of interurbans and their economics. It is half text and half photos from the McKinley Crowley collection. Most of the latter date between 1916-'30 and include some of the rarest known views of Ohio interurbans. Price will be $1.25 from the author, F. E. Reifschneider, P.O. Box 88, Fairton, N.J.

Track map (36 x 24") of all trolley and interurban tramways operating in Germany's Rhine-Ruhr district can be had for $1 from Ben Willemsen, Grutstraat 34, Doetinchem, Holland. Many tram lines crisscross this highly industrialized area.

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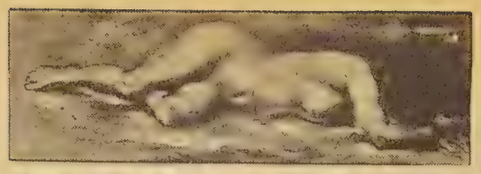

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by HARRY BEDWELL

The Return of Eddie Sand

EDDIE SAND laid down his book and gazed at the green-clad mountains from the veranda of their peaceful ranch house. "It must be tough to have to work for a living," he murmured.

"Yeah," his companion nodded sagely. "I seem to remember away back when."

Eddie was tall, lean, and hard. Wallace Sterling bore some resemblance to an overstuffed mattress. Nevertheless, the two retired boomers were actuated by the same understandable desire to take life easy. They'd had their fill of telegraph keys and train orders. Together they had ranged the rail lines of the States and Canada for more years than they cared to think of. They were now settled down at a quiet spot in Arizona far from the roaring Consolidations and Mallets, far from the clank of couplers and rumble of rolling wheels.

Both men were unmarried. Their calm, rambling house was surrounded by great pepper trees. It was nice to see their hired man lead the brown cow to pasture, to enjoy his wife's home cooked meals, and to entertain old friends who dropped in now and then.

"This is one sweet setup," Eddie said lazily, switching on the radio. Orchestra music lilted into the crisp air. And then, suddenly:

"The Japanese aerial attack on Pearl Harbor continues, with machine-gunning of civilians in the streets. It is reported that the battleship *Oklahoma* has been sunk. . . ."

The two boomers listened in stunned silence. It was Eddie who spoke first. "I guess you know what that means."

Wally grunted. One of his big feet was wrapped in thick gauze. A treacherous rock had turned under him and smashed it. He'd have to use crutches for weeks, maybe months. War or no war, he couldn't possibly go back to the tough job of dispatching trains until his wound healed.

But Eddie had no such handicap. He didn't sleep well that night. And he didn't eat much breakfast next morning, which may have accounted for the empty feeling in his stomach as he eased his Ford from the driveway onto the steep twist of country road.

It sure was a wrench to shove off from that haven, with its memories of long, untroubled days, and to leave Wally nursing an injured foot. Well, it had to be done. He set his car in a swift pace for the long trip over the mountains to Los Angeles.

L. A. was a mad house. Eddie had forgotten how much city folk hurried and jostled. But he soon found a Southern Pacific superintendent's office and he asked a bland clerk, "Are you hiring any telegraph operators?"

The clerk said yes, and if he could run a station, so much the better.

Eddie said he'd run many stations in his day. "But," he added warily, "I haven't done any railroading for a long while. Maybe I had better start with an OS job that's not too hot."

The clerk led him down the hall to the telegraph rooms. The boomer felt lost in that vast space, with its atmosphere of close concentration Rows on rows of machines, with little evidence of telegraphy as he'd known it. Sounders clicked from a lonely, two-sided table that held only a half-dozen instruments. The rest of the room was taken up by strange machines.

An operator told him to sit down at the table and copy from a softly babbling sounder. Afterward, a shrivelled-up man with a strangely familar face thrust out a clawlike hand. "Eddie," he said, "remember me?"

It was old "Nibs" Spence, whom he had known in long-gone desert days on the Ess Pee. Nibs held up a hand for silence. He dug out a gray badge, striped in silver and gold and lettered *OSMG*. Ceremoniously he pinned it on Eddie Sand like a military decoration, and proclaimed:

"You now belong to the Old Soft Metal Gang. All of 'em's got silver in their hair, gold in their teeth, and lead in their pants. It's a club of oldtimers who've brazenly hobbled back into service after bein' gone many years."

The application forms you had to fill out were more complicated than of yore, and the Book of Rules had grown fourfold. Eddie studied the book with some misgiving. Operating rules were different. The most puzzling change he noted was that the engineer didn't whistle for the board any more. In olden times they not only had to whistle for it but they frequently had to blast a sleeping operator awake to get it.

Down in the yeard, in the trainmaster's office, Eddie encountered a swarm of the Old Soft Metal Gang, pouring in to "take the book" and go back to railroading again—men who'd quit the road to "go into business for themselves," While the others sat at long tables wrangling over questions and answers, an assistant trainmaster leaned over Eddie's shoulder with a smile.

"I've seen your record, Mr. Sand," he said. "You needn't take much time here. Just run through and jot 'em down and let's get going."

Pretty soon Eddie had his watch inspected and was cleared for a telegraph job. The clerk sent him to Norwalk as a relief agent. The regular man was sick. Could Eddie take charge?

"It's just a small station," the clerk wheedled, "and you won't have to be there very long."

"I'll do my damnedest," said Eddie.

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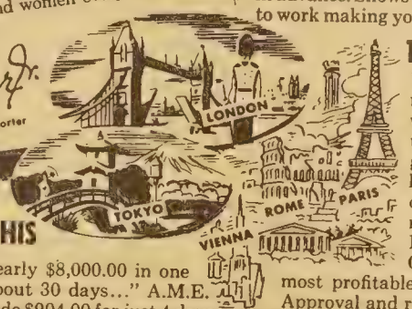

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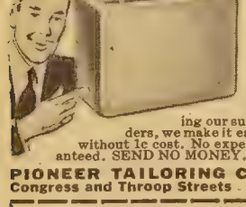

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NAME.....AGE.....

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HE DROVE to Norwalk. That ancient depot must have been built in 1880 and looked as if it hadn't been painted or repaired since. Familiar smells of old dust and musty records sent him back through the years.

Desks and counter were cluttered junk. A pipestem figure dangled in all directions from a rickety chair. The figure was adorned with cowboy boots, levis, and a mammoth sombrero, and was reading the latest issue of *Railroad Magazine*. He peered at Eddie out of sharp little eyes. His thin face was adorned with a rat-tail mustache.

"Bet you're the new agent," he said. "Funny what guys they send here to run things while old Whipple is away."

Eddie didn't like ridicule. "How many men have been here since the agent's been off?" he wanted to know.

"You're the fourth, mister."

"And who are you?"

The beanpole stood up, his legs bowed to cowboy standard. "Me? I'm Gabby McCue, the Western Union messenger and freight walloper. Always did want to railroad, ever since I was a kid. Like to read about it, too."

Eddie sighed and began sifting through a pile of unrecorded waybills from the confusion on the agent's desk.

"Suppose you show me around here."

They went out in the sunshine to the house track were several trucks were backed up. Heavy, rawboned men were unloading sacks of feed and bales of hay.

"This here community is full of dairies," Gabby explained.

Eddie sorted waybills, checking them against the car numbers. He frowned at one and eyed the man unloading there.

"This your car of alfalfa?"

The man stared. "You think I'd unload it if it wasn't?"

Eddie Sand nodded. "It's billed shipper's order, which means you don't get it till you pay for it. Have you got the bill-of-lading?"

The man pondered. "No. I'll get it when I go to the bank."

"Yeah, but you should have gotten it before you opened the car."

"So what? I ship lots of cars by your railroad. You'll get your money."

Eddie glanced at the waybill again. "Is your name Carl Shulberger?"

"That's right, mister."

Eddie said: "It's against the company's rules to start unloading a shipper's order car before you surrender the bill-of-lading. It's also against the law. Railroads have been fined in court for letting it happen." He spoke firmly.

"You'll get it in time."

"Right now," Eddie contradicted, "before you unload any more. Go to the bank and take up the bill."

HE CONTINUED down the line, checking numbers, with the amateur cowboy at his heels. Then they turned back. Shulberger was still unloading alfalfa.

"Gabby," said the boomer, "shut that car door, then get me a seal and sealing iron from the station. We'll seal it till he gets a bill-of-lading."

Shulberger's eyes had a hard glint. "You won't shut my door," he blustered, waving his hay hooks at Eddie.

Gabby braced himself and shoved. The big door slid jerkily. Shulberger lumbered inside the car and stood there. Gabby kept shoving.

"You can't lock me in my own car," the dairyman howled.

"The hell I can't," said Gabby.

The door began to close smoothly. Shulberger squeezed out through the narrowing crack.

Shulberger glowered. There was something in the old boomer's eyes that he didn't dare to challenge. He put the hooks on his truck and rolled down the street toward the bank.

Eddie crossed over to the team track. An A-frame hoist was pulling gas engines from a car and snuggling them onto a truck. Further along, a giant crane had tied onto a ponderous steel vessel nestled in a gondola. The crane tested the lashings, then lifted the big piece clear and lowered it gently onto a low, multiple-wheel truck.

"It's fer a new sympathetic rubber plant," Gabby said with a knowing grin.

The cars were consigned to a defense plant and covered by Federal bills-of-lading. Its waybills were endorsed "War Materials." Eddie watched the quick efficiency of riggers handling heavy equipment. Suddenly he became aware of two men converging on him, moving with quiet determination.

"Lost something, buddy?" one of them inquired. "Or just looking?"

You could feel the air tighten up. Eddie knew he'd better talk fast.

"I'm the new relief agent here," he said, "checking the yard."

"Brother," snapped the first one, "we've been waiting for you." He took Eddie's elbow in a strong hand and they headed for the station. "There's a little trouble and we need your help."

In the cluttered office one of the men introduced himself as Mr. Hutton, main-

tenance official for the company building the defense plant. It was his duty to have the machinery, material, and equipment on hand for the construction engineers.

"Since your regular agent took sick," he said, "we've had a helluva time with the railroad. Those guys they had out here before you didn't talk my language. I'm depending on you to keep us going." He flipped a thumb at the little man. "This is Clarence Crum. He's the boss rigger, and anything he says, leave it lay as he puts it down."

CRUM's stone-gray eyes could judge stress and strain instantly. His tired voice reached inside you.

"It's up to us two," said Hutton, "to get the stuff into the plant and creosoted, and we aren't doing well on account of your Southern Pacific Railroad not spotting the cars for us."

"Okay," said Eddie. "I'll have 'em set up for you."

Then he went back to work. The telegraph instrument called Norwalk. He answered, and for an hour he struggled with an ancient Royal typewriter copying Western Union telegrams. When he finished, Gabby folded the messages, stuffed them into envelopes, and clattered away on his bicycle.

Eddie looked around the untidy office, seeking a place to take hold. He pawed over the litter of reports, unfiled tariffs, bulletins, unanswered correspondence, and blank forms.

Time became a blurred tangle that he fought hopelessly to catch up with. In bygone days, running a station had been a cinch. Now, as the hours staggered by, he got the sunken feeling that he'd never control this one.

The railroads were being masterminded from Washington. You had to watch your priorities and permits to ship, who loaded which with what, and where it was going. Eddie managed to snatch enough sleep to start him on the next hectic day.

Daily the branch local, powered by an old puffing, Baldwin switch engine and a shabby coach for caboose, picked up the empties and stuffed the sidings with more loads. Gabby helped with the switching. He swarmed over the cars like a squirrel, giving signals, making cuts and couplings, playing at being a brakeman.

Eddie's critical eye caught from the car-record book that the dairymen were taking their own sweet time unloading, even though rolling stock was an item that the railroads were short of.

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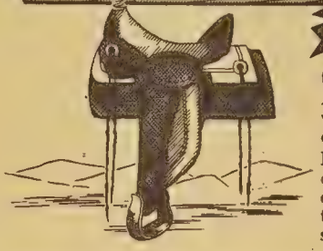

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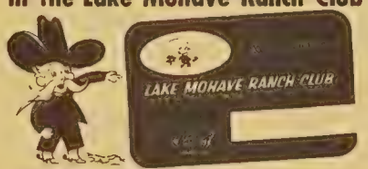

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The boomer, read them a brief declaration of policy. Hereafter, all cars must be unloaded within two days.

Shulberger wanted to know, since the roads were in such a hurry to get the cars unloaded, why they took so long to bring them in from town, only twenty-three miles away.

The boomer checked. To his surprise and chagrin, he found that the big lug was right. It usually took three or four days to move the loads that short distance. He'd have to dig into that.

THERE were no Sunday trains on the branch. Eddie worked through the Sabbath, uninterrupted by phone or telegraph or patrons at the counter, and finally got the litter cleared away, and forms and reports stowed in their proper places.

Monday morning Hutton erupted again. A car-load of pipe and fittings had come from St. Louis ten days ago, car CB&Q 130984. He wanted it right now, so as not to hold up construction. He'd got a report that the car passed through El Paso five days ago. What was causing the delay?

The company telephone was a ten-party line. You had to get in on it when somebody was just through and before another fellow could wedge in. Eddie Sand hung on and babbled when he could.

A clerk in freight traffic gave him a bum steer. Eddie tried the yard office. Those men were overworked and hard-boiled. The garden bulged with twice its normal traffic. Life there was a constant brawl. A country agent, calling to trace one car, created a violent reaction. The yard office came back at Eddie with sound and fury. Who the devil did he think he was?

"Just one of the Old Soft Metal Gang," Eddie chirped, "come back to help keep 'em rollin'. Now," he asked politely, "do I get a line on that car?"

The reply was ominous.

"There's a few million cars kickin' around here," the yardman scoffed, "and you want me to find you one lousy 'Q' box and hurry it over to you!"

"That's right," Eddie agreed. "It's important to the war effort."

The yardman howled. "If you old has-beens had stayed on the farm and not come back to gum up the works, we might get some place with the war effort."

Eddie's temper let go. Joyously he threw everything he had at the yardman. Real choice verbiage. Someone with a harsh, authoritative voice was trying to break in on the monologue.

"Hey!" the yard office asked suddenly, "who'd you say you was?"

"It's Eddie Sand and if you—"

A DEEP, sullen voice cut in on the line. "That you, Eddie Sand?"

"Yeah, that's me."

"What have you been doing since I saw you last?"

The voice brought something out of the drifting years that made Eddie cautious. "What've I been doing?" he inquired. "Why, just as damn little as I possibly could."

"You're not doing it now!" the transmitter slammed back, and the receiver at the other end was hung up violently.

Eddie pondered a moment. That voice sounded remarkably like old Buck Barabe, a general manager he'd worked for years ago. But it couldn't be. The Old Man's heart must have liquidated him by now or else the age limit caught up with him. Maybe Barabe's ghost was haunting the line.

The yard office suddenly turned affable. What was the number of that car again? Yeah, sure. Hang on and we'll check.

Eddie blinked. What a rapid change from storm to sunshine!

The yardman came back on the line. "No record. Try Colton. Mebby it came into that yard and was turned over to the Pacific Electric to bring in. They make some screwy moves now to keep 'em rollin' . . . Sure, call any time. Glad to help you."

"That being the case," Eddie moved in quickly, "why do you people take three days to get cars out here that've been loaded on one of your industrial sidings? I'm speaking of this cow feed we get so much of."

Eddie had an idea and he threshed it out amiably over the phone.

"They're loaded at those grain companies' plants on this side of town," he prodded, "so why not, instead of running them through your main yard, just have the switchers kick 'em into a siding and let the local pick them up there?"

The yardman said it sounded okay.

Eddie called Colton. The man there was brisk and factual, and he curled Eddie's hair with the events he uncovered. Yeah, the car had been in the yard, but the waybill had got separated from it, and the car returned east on the Union Pacific as an empty. Yesterday. It was likely up around Las Vegas by now. . . . Defense plant stuff? Yeah, he'd turn her around and send her back.

IT RAINED the day before Christmas, a drenching downpour. That reduced the number of customers at the counter. Eddie tried to catch up more back work. But Shulberger came, soaked and dripping. He dragged some damp bills-of-lading from his pocket.

"Where are my cars of feed?" he demanded. "My cows go hungry. Five days." He pointed at the dates on the bills.

Eddie swore and Shulberger backed away. But the boomer's wrath was at the delay. He'd throught they had that problem licked. Somebody had slipped.

Shulberger growled, "Cows are essential and must be fed."

He opened the door and lumbered out. Hutton slid in and glared at Eddie.

"Those five cars set here for us last night," he said. "They're not ours. We found that out after we'd unloaded one. Now we've got to put it back. They belong to another defense plant."

Eddie asked, "Have you got the numbers of the cars we need?"

"Got 'em on the phone, just now." Hutton laid a wet piece of paper on the desk. "There they are."

"Yeah." Eddie studied the note. "Not a one matches the five cars now on our siding. And you're in a hurry for them?"

"Of course. The machinery on those cars has to be installed by the first of the year."

"I'll see what can be done."

Through the noon hour and on into the gray afternoon Eddie tried to piece together bits of information from near and far. The city yard had overflowed onto the branch sidings. The chief dispatcher wanted to stow a string on an old stub that angled off from the branch a mile above Norwalk. This stub had been abandoned during the lean years just past, and would presently be torn up. Now, the chief asked Eddie to find out from the section foreman if it was in condition to do some switching on.

Eddie sent Gabby to find the king snipe, who came in through the rain and refused to let them use the stub.

AT TWO o'clock Hutton came back back with Clarence Crum, the little boss rigger. They'd lined up their equipment outside the station—low platform trucks and the A-frame and the giant crane truck.

"Brother," Hutton rifled at him, "we're not foolin'."

"I know," Eddie muttered. From all he'd been able to find out, the cars might have gone back to Kalamazoo.

The two sat in the office like predatory cats watching a mouse. The crew of riggers trooped in, found a cleared space in the warehouse and started a rousing crap game.

Eddie hung desperately to the phone, darting in a call when he could beat somebody else to it. Everybody was rushed and harassed. Then Colton called back. Those five cars had been in a train they'd shoved over to the Pacific Electric without stop in the yard. He'd dug up a consist of the train, and those cars were in it; but with the general office closed for the holidays you'd need a crystal ball to find them.

Hutton and little Crum went out for refreshments. Gabby returned from delivering telegrams, soaked and cheerful. He listened to one of Eddie's passionate pleas on the phone, and he piped up that he'd seen five cars over yonder on a siding out there in the country.

Eddie stared reflectively. Colton's reference to the Pacific Electric hit him then and his mind began to dig. He'd

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once worked for that outfit, Southern Pacific subsidary, right here in this territory, and he tried to trace the route the cars had probably taken.

"Gabby," he asked, "how long would it take you to go over there and get the numbers of those cars?"

"'Bout thirty minutes," the would-be railroader said. "Want me to?"

"Yes, sure. Get them just as damn quick as you can."

Gabby slammed the door behind him.

"Yippee!" he yelped, and sprang onto his wheel in the drifting rain.

SHULBERGER put his head in at the door. "You will let my cows starve? Then there will be no milk."

"Look!" Eddie snapped. "I'll get your feed in here somehow. Call me first thing in the morning."

"I will be here before you are up," Shulberger said, and splashed away into the gathering dark.

After a while Gabby returned to the office and dug a soggy Western Union form from his pocket.

"Thar they be," he chuckled.

Eddie checked the blurred car numbers. They were, indeed, the five cars the defense plant needed. The blurred street lights across the way bloomed dimly. Gabby stirred the fire in the old stove. The crap game in the back room had become vociferous, the riggers having taken on Yuletide cheer. Rain drummed on the dirty windows.

Quietly the years of Eddie's life rolled back to nights of storm in lonely prairie stations, when the main weakened and went out in places, and the work trains fumbled through to patch the line. The roadmaster leaning over your shoulder, the drip from his hat down your neck, as you crouched high-strung over the key and flashed his report to the dispatcher, while out in the dusky waiting-room by the fire, the section crews and extra gang joked and jostled. . . .

Eddie could still taste the keen tang of younger days. He sighed as Hutton and Crum stamped into the office.

"I've found your five cars," he told them with quiet satisfaction.

"Where?" Hutton shot back.

"On a transfer track about five miles from here. Do you want to try to unload them where they stand?"

"We'll have to, starting right now. Let's get going."

Eddie nodded. "I guess I'd better go along with you."

Almost instantly, Crum's tired voice subdued the turmoil in the freight room. The riggers trooped out, sliding into their slickers. Truck motors sputtered and roared. Eddie grabbed his raincoat locked up, and followed Crum and Hutton into the latter's car.

Gabby pleaded; "Ain'tcha gonna take me? I kin show you whar they be."

Eddie smiled at the eager cowboy.

"Yeah. Climb in."

Hutton headed down the drenched highway. The line of muttering trucks grunted and lumbered after.

"Turn right at the next corner," Gabby advised.

Hutton slowed, signalled the trucks, and drove onto a narrow oiled road. The wet dark walled them in. They bumped over the crossing of the stub line and Gabby called them to halt. The trucks lined up behind. A couple of hundred yards over there to the right they saw five boxcars vaguely in the reflected light.

"Thar they be!" Gabby cried.

Hutton slid from under the wheel, and Crum got down limply. Eddie followed them along the dark slippery road to the crane.

"Turn your spotlight on those cars," Crum ordered, "and let's see how we're going to get at them."

THE DRIVER pulled a switch and the hard beam of the spot stabbed the dark. It swivelled to the right and the five cars came under the glare. Hutton swore sharply. Crum stared in detached speculation.

"I was afraid of that," Eddie said.

Section men had graded up a roadbed for the short transfer track, and the hollow they'd gouged out to make the fill was now a big pool of rain water. You couldn't get closer to the cars with the trucks than they were at that moment.

"You'll have to phone Pacific Electric to switch them over," Hutton said grimly. "We'd better get in touch with them right now, so we can have them set by morning."

Rain oozed into Eddie's shoes. He didn't move. The PE would have to dig up a freight motor and send her down special. They'd run the cars through their own yard to the transfer, then through the other yard to the branch line. And all those yards and transfers were jammed. That way, they'd not get the cars to Norwalk within two days.

Eddie shook his head.

"Why not?" Hutton demanded.

"Let's take a look."

In the glow of flashlights they splashed to the crossing and back along the rusty stub line to the transfer.

The switch stand was still in place. "It'll work," he decided as he examined the points.

"Yes," said Crum softly.

"There won't be much grade on this stub," Eddie reckoned. "One of your trucks could pull those cars."

Crum's eyes slid over the length of the stub line. "Do you think the roadbed is solid enough to take the weight?"

"Could be," Eddie nodded.

"What are you two talking about?" Hutton asked petulantly.

"About switching the cars over to the Norwalk yard with a truck," the boomer replied.

"Yeah?" Hutton shot. "What will you use as a road for the truck?"

"You can keep one set of wheels on the ties between the rails," said Eddie. The roadbed's got some new ballast, and it's been oiled a few times. With luck, it ought to hold."

"Brother," Hutton warned, "a couple of those cars have fifty tons of machinery in them, and you told us yourself the section foreman wouldn't let an engine in this stub. In this business of moving heavy equipment you can't play your luck."

"A locomotive's got more weight than the loaded freight cars," Eddie said.

"You've got to play your luck when there's nothing else left," Crum said wearily. "The stuff is no good where it now sits." He turned to his riggers. "Back the crane onto the crossing and head her up the stub. Then run out the cable and tie it onto the drawhead of the head car."

The riggers moved quickly.

"I'm the brakeman?" Gabby asked. He looked at Eddie for permission, and Eddie agreed.

THE GIANT crane maneuvered onto the crossing. The cable rattled from the winch as two riggers pulled it to the drawhead of the first car and tied on. The winch gunted, the line tightened.

Eddie opened the switch. "Let off the hand brakes!" he told Gabby.

The cars clucked over the rusty switch points and lined up on the stub. The winch stopped. Crum ordered the rest of the equipment and Hutton's car back to Norwalk, and nodded to the driver of the crane.

"Take it away," he said, hooking himself onto the side of the cab.

Four riggers scrambled onto the flat bed under the girder-like jib. Eddie and Hutton followed them. The truck moved ponderously along the rain-spattered railroad track.

A banshee screech came from the Puente Hills, the frantic signal for a complete blackout. If you were around in those days, you remember wartime blackouts. The driver switched off his lights and stopped the truck with a jolt. The world was suddenly very dark.

Just then disaster reached out. The roadbed gave way under the multiple rear wheels of the truck, and sank slowly. It was only a short slump, but the men in utter darkness they felt as if they were falling into a deep pit. They were dazed when the truck stopped sagging.

Eddie could hear the cars still rumbling along the rusty rails behind them. They loomed up, rolling free. Gabby wasn't aware of the sunken track and stalled equipment just ahead. The spotlight flickered on, blazing a swath as it turned and caught the cars in a white glare. Crum studied the situation.

Long ago a wooden culvert had been built there, but years of neglect had rotted it away. Flood waters had cut the earth from around it till the roadbed above had little support. When the

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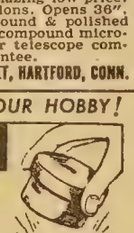

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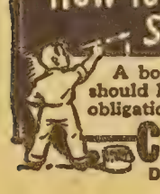

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heavy truck came to a quick stop, with its rear wheels on the weakened spot, the roadbed gave way in a long sag.

THE SPOTLIGHT hit Gabby like a jet of water. He was crouched under his huge sombrero, bewildered by the sudden events. The cars ambled placidly up to the other end of the dip in the track. "Anchor 'em!" said Eddie.

Gabby's long arms hooked onto the brake wheel. The head car flinched with the grab of brake-shoes. It leaned gently at one corner as a rail sank under it. If it tipped over the edge of the sway-back, most of that string would pile up with the crane underneath.

"Hold 'em, Gabby!" Eddie shouted.

Frantic efforts got two more notches on the ratchet. The car bowed and then subsided quietly.

"Good job of braking," said Eddie.

"All right, wise guys," Hutton barked, "what do we do now?"

"First thing," Crum suggested, "we'd better all get off this truck, but take it easy. She's hanging by a hair."

He turned the spotlight along the track until it silhoueted a telegraph pole, and then ordered his crew, "Take the line out and hitch onto that."

Riggers swarmed. Across the sag they cast the cable loose, and two at the truck splashed away with it, and hooked it to the telegraph pole. Crum nodded to the driver. The winch turned; the line tightened. The pole leaned slightly but held as the pull increased.

"Take it away!" Crum directed.

The truck heaved and swayed under. It plunged once before pulling itself onto the solid roadbed. Crum turned to Eddie.

"Any idea where we can get enough ties to shore up the track?"

"I know," Gabby piped. "Thar's a big pile down by the next road crossing, 'bout a quarter mile."

"Let's get a load," Crum said.

The truck moved off down the track, the headlights thrusting ahead.

"You're not observing the blackout to any extent," Hutton remarked.

"It's an emergency," said Crum.

A CROSSING sign pulled in out of the dark, and the spotlight hit the pile of ties. Riggers scrambled out with the line. They caught bundles of them in the cable loop, and the crane swung them aboard the flat bed. That driver knew how to handle equipment. He showed it, backing the huge vehicle down the narrow strip of roadbed.

Crum could make construction fit what he had. Back at the cave-in, he dropped the ties in convenient places, then tied the crane onto the swayback in the rails and hoisted it in the air. Under his quiet direction the riggers, working in mud to their knees, cribbed up a solid foundation for the track.

Pretty soon the rails and ties were bedded again. They weren't level and they didn't look very secure, but Crum said they'd likely hold.

That tilted boxcar was something else again. The roadbed had crumbled for a rail-length, and would have to be strengthened. But, as Hutton pointed out impatiently, you couldn't do that with the car on the rail. And if you tinkered with it, the car would slide into the ditch. Crum dug out more line and the block-and-tackle. Then he sent his men across the new fill to rig the tackle to a telegraph pole beyond the rear car. They hooked onto the string of five cars, and backed them off a couple of rail-lengths with the winch. As soon as the string was clear, Crum had his riggers shoring up the weak spot in the track.

"Okay," he said when he judged his construction job was solid.

They hooked the line onto the head car again, and the winch began to wind it in. The cars cleared the fill.

The blackout ended. Switch lights at the junction on the branch moved in slowly, then blurred as dawn struggled through the clouds.

MORE rolling stock loomed up ahead; three boxcars parked on the stub just off the branch. Eddie checked the car numbers. They were familiar. They should have been. They were the cars of feed for Shulberger's hungry cows.

"We'd better switch them out onto the branch," the boomer decided, "and take them along."

Crum snaked the three cars out onto the branch, backed the others down, and tied on. They left a rigger to protect their rear, and sent another ahead to flag them into town.

Ghostly daylight had filtered through the rain by the time they dragged the cars into the siding at Norwalk. The riggers got down from the truck.

"You fellows," Hutton jeered, "look like a flock of mud pies."

"We'll get some dry clothes," said Crum wearily, "and breakfast. Then we'll start unloading."

"It's been nice knowing you boys," Eddie murmured. "I wish you all a merry Christmas. Any time you want

some more stray cars just ring me up," he added with a tired grin.

IN THE LULL after Christmas, Eddie began to pull things together for the end of the month. He was hitting his stride at last. The work had begun to groove. He could run off the reports rapidly now, and lay his hand on any item he wanted.

He spent New Year's day in the closed station, making monthly reports. Toward evening he got a balance. He surveyed the dingy office. It was surprising how much he'd accomplished.

Heavy footfalls rumbled on the platform. Eddie unlocked the door, and Gabby clattered in.

"Eddie," he pleaded, "do you reckon I could ever get to be a brakeman?"

The relief agent sized him up. Those bowed legs made him appear deformed, but that was deceptive. Gabby was nimble and could do a good job switching.

"Maybe," Eddie evaded.

Somebody knocked decisively on the locked door. Eddie opened it. The man standing there impatiently might have been old Buck Barabe, except that his hair and pig-bristle mustache were nearly white, and the bulky shoulders were a little hollow and bent. Other than that, no change. It *was* Buck Barabe.

"So, he said in a familiar buzz-saw tone, "you've been doing just as damn little as you possibly could?"

He came inside and thrust out a hand. When Buck Barabe crossed any space, it seemed like conquered territory thereafter.

Eddie said faintly: "Yeah, I been right busy here."

"Still a boomer," the visitor growled. "Never got anywhere."

"Oh, I've been around. But what are *you* doing over at this end of the line?"

"Employees," said Barabe, "should know who their officials are. I'm your general manager."

"This is Gabby McCue," Eddie cut in quickly. "He's my assistant, and a damned good one."

Barabe reflected: "Didn't I hear something about you and Gabby switching some defense plant cars off the stub with a truck?"

The Old Man never missed much. He likely had a better secret service than the Gestapo.

"Yeah," Eddie smiled. "Gabby was the brakeman on that trip. Now he wants to get on regular, braking."

"Well, why not?" Barabe grunted. "We need them." He took a card from his wallet, make a quick endorsement on the back, and handed it to Gabby. "See Ferguson, and give him that. He'll put you on."

Gabby said, "Yes, *sir!*" and stumbled out. He vaulted onto his wheel. "Yippee!" he shrieked in ecstasy.

Barabe sat down and took out a cigar. Dusk and silence gathered in the old station with its musty records.

The general manager sighed. "I hear they elected you to the Old Soft Metal Gang. Silver in the hair, gold in the teeth and lead in the pants. Well, at that, there wasn't much lead. You can write it down that the veterans saved our neck. We'd have been sunk without them." He stood up. "I stopped by," he said crisply, "to wish you a successful new year and to thank you."

Eddie watched Barabe's car roll away down the road. He forgot he was tired. He'd come out of the Arizona hills and rolled back the years and done a good job. In that bright younger past he'd learned his trade and woven it into his being. Eddie Sand was still a railroader. He'd write Wally, back home, a letter that would curl his ears. ●

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BOOKS of the RAILS

CLIMAX: An Unusual Steam Locomotive, by Thomas T. Taber III and Walter Casler, clothbound, hard covers, 107 pages, 8¼x11", illustrated, Railroadians of America, Inc.; Thomas T. Taber, corporate secretary, 43 Hillcrest Rd., Madison, N.J., limited edition, $6 postpaid.

Now, at last, we have a detailed history of the Climax. Never before was so much material on geared locomotives put into one book. The authors tell us about the long-forgotten Climax Manufacturing Co. and other engine builders. They bring back the adventurous days of steam logging roads. They give us fascinating data, partly in narrative form, partly as rosters and builders' records, and the rest as nostalgic old photos and drawings, including a full-page colored frontispiece. With this fine comprehensive work, Taber and Casler can well take a bow as chroniclers of locomotive lore. Only 2000 copies were printed, all on thick coated paper. We predict they will sell out fast.

CENTRAL AMERICAN HOLIDAY: A Guide to the Railroads of El Salvador, Guatemala and Mexico, by Gerald M. Best, 80 pages, 8½x11", paperbound, illustrated, Pacific Coast Chapter, Railway & Locomotive Historical Society, Inc.; Fred A. Stindt, chairman, 978 Emerald Hill Rd., Redwood City, Calif., $4.75 postpaid.

Now that active steam has all but vanished from U.S. and Canadian rails, an increasingly large number of fans are visiting Latin-American countries to ride and photograph the steam trains still operating there. This book carries a brief description and current steam roster of each railroad visited by one such group, R&LHS's Pacific Coast Chapter, plus a superb lot of pictures and three large colored maps. It is a pleasing, informative, tantalyzing book. It fills us with longing to journey south of the Rio Grande.

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SIERRA RAILWAY, by Dorothy Newell Deane, 181 pages plus 136 pages of photographs, 6x9", indexed, Howell-North Books, 1050 Parker St., Berkeley, Calif., $6.

Written with understanding by the daughter of the engineer who built the road, this book presents the Sierra and shortlines connected with it. Today it is dieselized but has a history of steam operation since 1896 and still maintains steam for occasional use. Mrs. Deane has caught the flavor of her subject. The book combines lively ancedotes with technical details. It includes a two-color map, locomotive roster, biographical sketches, and a large gallery of rare old photos plus superb recent shots by Donald Duke.

LOCOMOTIVES IN RETIREMENT, illustrated and described by E. W. Fenton, 48 pages, 17x10", Hugh Evelyn Ltd., London, England, distributed in US. by Taplinger Publishing Co., Inc., 119 W. 57th St., New York City, $12.50.

An art treasure, elegantly printed and bound, with ten full-page colored prints, for elite *aficionados*. The text chronicles the lives of ten famed British steam locomotives, now preserved in museums or elsewhere. Among them is the *City of Truro*, which in 1904 set a world speed record, 102.3 mph, on her run from Plymouth to Bristol with five cars of mail and bullion. The bullion was an American payment to France involving the Panama Canal.

STEAM LOCOMOTIVES: Model Railroader Cyclopedia, Vol. 1, edited by Linn H. Westcott, 272 pages, 11x14", illustrated, indexed, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee 3, Wis., $20.

This volume towers above all others in its special field. It was compiled by the editor of *Model Railroader* magazine, but you don't need to be a model fan to enjoy it. You must be fascinated by steam, though.

The book is an orderly arrangement of historical and mechanical information dished up in a pleasing manner with diagrams and photos. Take, for example, pages 6 and 7, "The Parts of a Steam Locomotive and How They Work": a large cross-section diagram, with each part clearly defined and explained. There are many pages of "Steam Locomotive Detail," lavishly illustrated. Considerably more pages of "Locomotive Types and Names." Altogether, 127 individual locomotive plans and hundreds of photos. The House of Kalmbach did itself proud in putting out this giant version of its original *Model Railroader Cyclopedia*, which, we are told, sold above 100,000 copies.

THE LAST OF STEAM, by Joe G. Collias, 269 pages, illustrated, indexed, Howell-North Books, 1050 Parker St., Berkeley, Calif., $10.

Joe memorializes the end of an era with a book written around a magnificent collection of nearly 300 large

steam-engine action shots, mostly taken by himself, none ever published before.

RAILS WEST, by George B. Abdill (SP engr., Portland Div.), 191 pages, 8x10½", Superior Publishing Co., 2809 3rd Ave., Seattle 11, Wash., $12.50.

The author of *This Was Railroading* and *Pacific Slope Railroads* does it again. Abdill has found time in between runs to put out a third book, *Rails West,* covering oldtime operation in a vast area between the Mississippi and the Pacific Ocean. Handsomely bound. Hundreds of nostalgic photos, many rare, each one explained verbally. It is the kind of book you pick up eagerly, dream over, and lay down with a sigh.

FORGOTTEN MEN OF CRIPPLE CREEK by Leslie and Hazel Spell, 160 pages, illustrated with 50-odd photographs, Big Mountain Press, 2679 S. York St., Denver 10, Colo., $4.

Background of two famous Colorado railroads: the Florence & Cripple Creek and the Midland Terminal. A factual book written by an old settler and his wife. The people were real: prospectors, stagecoach drivers, sheriffs, respectable ladies, outlaws, and gay "public women" of the red light district. They all rode the steam cars.

RUSSIAN LOCOMOTIVE TYPES, 87 pages, illustrated, obtainable from the author, J. N. Westwood, McGill University, Montreal, Que., Canada, $2.

Produced in the format of a typical railroad diagram book, this work includes brief histories of railroads and locomotive-building in the Soviet Union. Its main section comprises 30-odd diagrams of electric, diesel, and steam power. Locomotive specifications accompany each diagram and there are several pages of postage-stamp-size photographs.

As our first detailed glimpse of Soviet motive power, this book is most welcome. The condensed history of railroads is excellent; but the description of locomotive-building tends to be too detailed, with not enough general information, while the locomotive specifications are not detailed enough. The tiny photographs, for the most part, lack both quality and interest. But the novelty of the subject matter and the expertly-drawn diagrams would make this book an important addition to the library of any serious motive-power student.—*Sy Reich*

A PORTFOLIO OF EARLY AMERICAN STEAM LOCOMOTIVES, 4 beautiful colored lithographs, 15¾x12¾", Reed Kinert, Early American Print Co., Box 41233, Eaglerock, Calif., $4.95 (add 20¢ sales tax if you live in Calif.).

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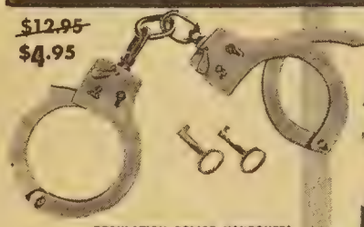

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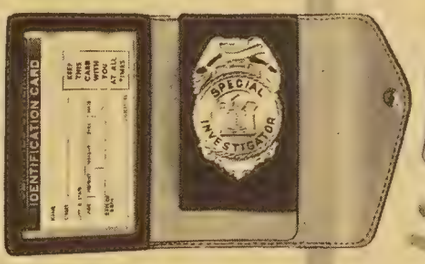

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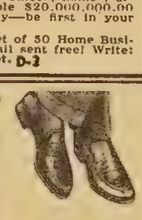

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several open-platform wooden coaches.

Also on hand at Strasburg, Pa., when the road resumes steam trips this spring, will be a Boston & Maine open-platform wooden combine and possibly also the Louisiana Eastern 4-4-0 No. 98.

The first of an order of 66 electric rectifier locomotives built by General Electric for the Pennsy was delivered recently and displayed at Philadelphia. The unit, No. 4400, Class E-44, with a C-C wheel arrangement, is rated at 4400 hp. It sports two French-style single-arm pantographs mounted above the cab and is painted a very dark green (PRR black). These units resemble the road-switcher design of the Virginian electrics but are somewhat uglier.

The Pacific Northwest Chapter of NRHS is establishing a library of railroad books, magazines, etc., pertaining to the states of Washington, Oregon, Idaho, and Montana and the province of British Columbia. Anyone wishing to donate material or use the library's facilities should contact the chapter's president, Walt Grande, 4243 S.W. Admiral St., Portland Ore.

The Florida East Coast is replacing its sharp red-yellow paint scheme with light blue plus yellow striping. Just the road's name is used on the front end—no emblem showing palm trees.

Gerald O. Boothby, 19 Melbourne St., Portland, Maine, is offering for sale the railroadiana collection of the late Milo Turner. These include a complete file of Railroad Magazine, Dec. 1929 to date; complete file of Trains, Nov. '40 to date; many issues of *Locomotive Engineers Journal, The Railroad Enthusiast* (magazine), *Maine Central RR. Magazine, Railroad Equipment Registers,* timetables, and numerous clippings (mostly steam locomotive rosters).

On April 9 an excursion over the B&O will be operated from Pittsburgh, West Etna, and Evans City, Pa., to Chardon, O., for annual Maple Sugar Festival. Special coach train leaves B&O station Pittsburgh, 8:30 a.m. Adults, $8; kids, $4. For tickets and info. contact J. Edward Ally, North Hills Travelers Club, 53 Grant Ave., Etna, Pittsburg 23, Pa.

Cornwall (Ont., Canada) Street Railway is still operating electric locos, freight only, reports Allen Jorgensen.

Notes on Steam Power

A steam locomotive has just been bought by the hitherto all-juice Connecticut Electric Ry. Asso., Inc., P.O. Box 436, Warehouse Point, Conn. She is a 40-ton Climax, Middle Fork RR. No. 3, built in 1910. The same non-profit, educational group has also acquired a wooden, open-platform coach, Belfast & Moosehead Lake No. 12, previously Phila. & Reading No. 940, usable with either steam or trolley power. Some money is still due on the engine. The Association needs funds. Every dollar helps. Donors may deduct from income tax and may ride the standard-gage steam train. Checks payable to the Asso. should be mailed to George H. Reitze, 148 Walker St., Manchester, Conn.

A five-mile operating railroad museum is being built by the Puget Sound Railway Historical Asso. This group now has available some steam locomotives from the Pacific Northwest, among them an 0-4-OT, a Heisler, a 2-6-2T, a 4-6-0, a 2-6-OT, a 0-6-0, and a 2-4-4-2. Other equipment includes railroad cars, work and construction cars, and even trolley cars. The Association is selling a steam locomotive, a railroad map of Washington State, and a booklet describing its project. Information about these items as well as membership may be had from Arthur Hamilton, Box 1362, Broadway Sta., Seattle, Wash.

"Thomas Walsh's article on "Steam in the Philippines" (Feb. issue) is the best article of its kind you have ever carried," enthuses Bill Witbeck, P.O. Box 970, Hammond, La. Bill sends these comments and corrections on W. T. Golson's data on steam operation in Louisiana, listed by towns:

Enon: Vulcan No. 2 (0-4-0T) has been sold and moved. Willis Short Line 200 is a 4-6-0, probably the oldest operating engine in the South, ???? 1889 for T&P as 200.

Baywood: Feliciana Eastern's 4-6-2's were obtained direct from the IC and were never owned by Spence. The FE 16 is ex-Louisiana Eastern 16, orig. Miss. Central 140, all the 4-6-2's are being scrapped in favor of the diesel.

Ponchatoula has no connection with Tickfaw, there being 11 miles between the two. W. E. Butler's King & Lynn Line operates a Davenport 1911 0-4-4T from Longview Plantation, 36" gage, stored under a shed is Baldwin 0-4-0T, 30" gage. This line has three cars and is 500' long. However, it is in his back yard and permission should be obtained before visiting him. He is Principal of Ponchatoula Schools.

My line is the Natalbany & Western Narrow Gage, located at Natalbany (not Tickfaw). It consists of No. 3 (0-6-4T), a Porter built in 1911, ex-Godchaux No. 7, 36" gage. Line has seven cars, and about 2000' of track and still building. Engine is spotted along US Highway 51 in good position for photographers.

Jackson: South Shore 507 is ex-L&A 4-6-0 not 2-6-0.

New Iberia: Sutton's 0-4-4T is not completely restored. Boiler is empty of tubes, but outside is restored.

Lafayette: Sutton's 0-4-4T is a 30" gage from Westfield Plantation.

Opelousas: This is a standard gage Davenport from Columbia Sugar built by Davenport about 1912, not 1867.

Ponchatoula: No. 3 (2-8-0), Porter, ex-Garyville & Northern, is on display alongside U.S. Highway 51. No. 2 (2-6-0), Lima, was recently sold to Railway Club of Milwaukee and is awaiting shipment to that point. No. 1 (2-6-2), Porter, was sold to W. E. Butler and will be moved to his yard about two miles north of Ponchatoula.

Shiloh: Although Spence has 33 locomotives, only about 4 are in use, and not many more than that are available for photographs. Permission to photograph is required, otherwise you may end up in the Parish Jail at Amite for trespassing. A couple of fans have been jailed for failing to observe this, or being caught with articles that do not belong to them.

Bill Witbeck is one of America's best-known and most reliable locomotive photographers and collectors of railroadiana. He has on hand several thousand steam-engine tracings from the Baldwin erecting plant, dating from the 1880's to the 1940's, and sells them at prices ranging from $2 to $3, depending upon age. All are originals, expertly inked on linen paper, showing details.

"I have no list," Bill writes, "but fans interested in certain roads can get one of the original revised lists. I have disposed of about 3,000 tracings in the past two years. The Baldwin plant at Eddystone, Pa., destroyed all of its old files. I got wind beforehand of what they were going to do, and I managed to get five tons of that material a week before the rest was junked. Among the stuff I acquired are the complete bound specification books from No. 1 in 1834 to No. 80 in about 1946. These are not for sale. I am keeping them in storage until I can find time to study them."

Bill is an active collector of locomotive builder's plates. At latest count, he has 93 plates, some dating back to 1883, from 26 different builders.

"But," he adds, "I still have about 800 pounds of plates that I haven't yet had time to unpack or classify. These are not included in the total of 93.

Railroading in Turkey is largely steam, according to Lt. William D. Middleton, CEC, USN, Navy Group OPDET, APO 324, New York, N.Y. "Recently I toured Yugoslavia and found steam power still predominating there also," he writes. "They have a very extensive narrow-gage system. It is antiquated except for a few diesel streamliners. They still use link-and-pin couplers and arch bar trucks on much of their rolling stock. The most enjoyable part of my trip was a ride into the mountains on a narrow-gage train doubleheaded by 0-8-0 steamers." (An article by Lt. Middleton appears on page 18.)

Since the Bessemer & Lake Erie was left out of last issue in our roster of American steam power currently extant, David Hamley, 127 6th St., Aspinwall, Pa., tells us about two B&LE Baldwin locos held at Greenville, Pa., for historical exhibit. They are: No. 643 (2-10-4), Class H1G, 31x32" cylinders, 64" drivers, 250 lbs. BP, weight 519,740 lbs., TE 96,700 lbs., built in 1943. No. 154 (2-8-0), Class C3B, 24x32" cylinders, 54" drivers, BP and weight unknown, TE 63,829 lbs., built in 1909.

Last New York Central road engine, No. 106, is still operating on the Sydney & Louisburg in Nova Scotia, reports Allen Jorgensen, but nobody seems to know how long she will last. He says Canadian National has about 75 steam locos stored at Moncton, N.B.

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The book has proved a sensation. Thousands ordered by sales managers for their salesmen. A leading eastern publisher is offering a deluxe store edition. It has been published in England, and a translation has been published in Spain. A big newspaper syndicate wanted to run it serially in 60 newspapers. Many readers wonder why they did not discover the formula for themselves, it is so amazingly right, so plainly practical and workable.

The entire book, containing the complete formula, is offered for only one dollar. The publishers say "Read it for three hours, watch results for three weeks and if you are not delighted, return the book and get your money back." The publisher, Grafe and Grafe, 7172 Melrose Ave., Dept. 139, Los Angeles 46, California, will be pleased to send the 64-page book to any reader of this article—$1.00 cash with order, postage prepaid. Or it may be ordered C.O.D. but then the extra postal charges will be 51¢.

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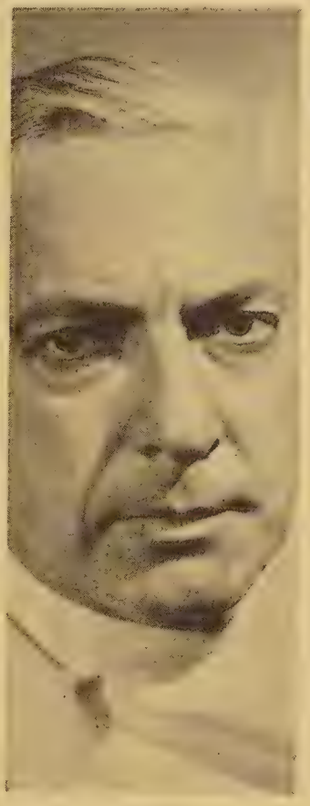

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INTERESTING RAILFANS
No. 1—Grahame Hardy

HE LIVES in the nation's smallest state capitol, a city that ten years ago heard its last rail click. He knows little about the mechanics of railroad operation and is a "string-saver" whose business methods have been likened to those of an absent-minded packrat. Such is Grahame Hardy, P.O. Box 622, Carson City, Nevada, one of America's leading collectors of and dealers in transportation material, with major emphasis on railroadiana.

Fifty-three years old and well-preserved, Hardy's sharp features are camouflaged with a pair of glasses that give him a scholarly appearance. Behind this mild facade lurks a super-acute wheeler-and-dealer mind.

He was born at Oakland, Calif., and as a child lived in England, where he spent much time watching trains and marking down the engine numbers.

Returning to America, the lad acquired an education. Upon his father's death in 1932, took over managament of the family business, Hardy's Bookstore in Oakland, incidentally the oldest established bookstore in the West. He promptly removed from the shelves all books having to do with railroads, because he could not bear to sell them to casual browsers.

Then he began buying railroad libraries. Concentrating on regional material, he issued trade lists offering to swap Eastern for Western items. From these lists emerged a burgeoning mail-order business that finally forced him to drop retail trade altogether.

Hardy helped to organize the California-Nevada Railroad Historical Society and was its president for many years, and published three books by Lucius Beebe and Charles Clegg. The first was Virginia & Truckee, history of the fabulous shortline built in the '60's and '70's to serve the Comstock Lode at Virginia City, Nevada. So fascinated by that road did Hardy become that he moved to Carson City. His business is operated from that city, but most of his collection of railbooks, timetables, pamphlets, pix, negatives, passes, correspondence, and relics is contained in a warehouse at nearby Silver City. Assisting is his wife, Paula, who often is left in sole charge when her man goes off to run down leads on new material. Since the only complete catalog of the collection exists in Hardy's head, about all she can do during those periods is to ask mail-order customers to await the master's return.

Hardy does not confine himself wholly to railroadiana. He deals in old automobiles and fire engines, and recently turned a pretty penny on the sale of a set of discarded San Francisco mint scales. But the preservation of artifacts of the railroad's Golden Age is his consuming passion. And his one pet hate is the railroad company that orders the destruction of old records without first letting an expert, such as Hardy himself, inspect them.

Our next issue will present Al Kalmbach, whose *Trains* magazine is often held up by misguided fans as a shining example of something that the editor of *Railroad Magazine* should copy. ●

WESTERN PACIFIC MOTIVE POWER

Roster compiled by Sy Reich

RR. Class	Road Nos.	HP	Builder	Bldr's Model	Whl. Arngt.	Tract. Eff.	Weight	Date	Notes
S-50	501-503	600	GM-EMC	SW1	B-B	50,000	201,000	1939	
S-50	504-511	660	Alco-GE	S1	B-B	50,000	202,000	1942	
S-57	551-558	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
S-57	559-564	1000	Alco-GE	S4	B-B	57,500	231,000	1950-1	
S-60	581-585	1000	Baldwin	VO 1000	B-B	60,000	245,000	1945	
S-62	601-606	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	
RS-62	701-713	1500	GM-EMD	GP7	B-B	62,000	252,000	1952-3	
RS-62	725-732	1750	GM-EMD	GP9	B-B	62,000	252,000	1955	
RS-64	2001-2006	2000	GM-EMD	GP20	B-B	64,000	256,000	1959	
RS-64	2007-2010	2000	GM-EMD	GP20	B-B	64,000	258,000	1960	1
D-176	801A-803A	1500	GM-EMD	F3A	B-B	59,000	245,000	1947	
D-62	801D	1500	GM-EMD	F3A	B-B	62,000	248,000	1948	2
D-176	801B, C-803B, C	1500	GM-EMD	F3B	B-B	59,000	245,000	1947	
D-176	804A, D-805A, D	1500	GM-EMD	FP7A	B-B	59,000	245,000	1950	
D-176	804B-805B	1500	GM-EMD	F7B	B-B	59,000	245,000	1950	
D-225	901A, B-912A, B 901C, D-912C, D	2700	GM-EMD	FTA & FTB	(B-B)x(B-B)	113,000	466,000	1941, 3, 4	1
D-239	913A, D-924A, D	1500	GM-EMD	F7A	B-B	60,000	245,000	1950-1	
D-239	913B, C-924B, C	1500	GM-EMD	F7B	B-B	60,000	245,000	1950-1	

Roster compiled from data supplied by WP's Chief Machanical Officer; accurate as of Oct. 10, 1960. Numbered notes: (1)-2007-2010 rebuilt from FT units 901A, B, C, D. (2) Leased from Sacramento Nothern Ex New York, Ontario & Western 503.

THE SWITCH LIST

ALL ENTRIES are printed free, in good faith but without guarantee. Keep within 25 words, including name and address. Use our common abbreviations such as incl. (including), tts (timetables), emp. tts. (employees timetables), and SAS (send 4c stamp envelope for list or details).

Every entry we get will appear in the next available issue; but we work far ahead, so don't be disappointed if yours is not printed immediately.

Be sure to state: (1) Sizes of pix. (2) whether those pix show steam, diesel, or what-have-you, and (3) whether or not a list is available.

Address Sy Reich, Railroad Magazine, 205 East 42nd Street, New York 17, N. Y.

RON ALBURY, 220 Main St., South Amboy, N.J., buys tts., pix, info. on Raritan River RR.

HOWARD AMELING, 807 Court St., Fremont., O., sells steam pix 3½x5 to 8x10 B&O, NKP, GTW, CNR, CPR, NYC, N&W, etc. (SAS).

BOB BARTH, 3003 N. Spaulding Ave., Chicago, Ill., wants transfer from anywhere.

J. BEARDSLEY, 451 W. Mifflin, Madison, Wis., trades sizes 120, 116 circus negs.; seeks negs. of circus trains.

MEL BEATON, JR., 30 Hecla St., Boston, Mass., wants any size pix B&A Milford Br., esp. steam and last pass. train.

JIM BLACKSTOCK, 2626 Florida Ave., Roanoke, Va., wants N&W K3 locos built 1889-1914, also bldrs'. plates.

AL BRASWELL, F. M. Road 991, New Boston, Tex., trades size 3x5 pix of steam for foreign coins. (SAS).

BOB BRENDEL, 71 S. Washington St., Waynesburg, Pa., buys any size pix RDG 376-383, 1126-1127, 1155, 1313, 1409, 1448-1449, 1801-1812, P&R steam.

JOHN BRINCKMANN, 7 Runyon Ave., Edison, N.J., will sell collection of steam and elec. tts., emp. tts., periodicals, other railroadiana. (SAS)

WAYLAND BROWN, JR., 1109 Park Blvd., Rome Ga., wants kerosine lanterns, rulebooks, passes, train orders, back issues Railroad Magazine.

PAUL CALVERT, 1621 Roosevelt Rd., Owensboro, Ky., sells tts., emp. tts., Railroad Magazine, Trains, books, etc. (SAS)

BILL CASEY, 569 Surby Ave., Battle Creek, Mich., will sell Railroad Magazine, '50-'60, mint cond.

P. CASSELL, 1327 W. 23rd St., Merced, Calif., will sell steam photo collection, incl. SP, ATSF, Sierra, CPR, Pickering Lumber Yosemite Valley.

CHAS. CHALOUX, 677 E. 231st St., New York, N.Y., wants trolley, interurban pix of Marion and Gas City, Ind.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Canada, trades Alco, Baldwin, Lima bldr's. pix.

JEFF CLACK, 1106 11th St., Wheatland, Wyo., buys, sells, trades steam negs., esp. UP, C&S, western rrs. (SAS)

GEO. CORBEN, 8601 Woodland, Kansas City, Missouri, wants disc and tape steam loco recordings, all rrs., esp. KCS, Frisco, ATSF, UP.

FRED CORUES, 5891 SW 5th St., Miami, Fla., buys FEC, SAL, ACL, Jacksonville Term. size 120 steam negs. or trades for L&HR, NYNH&H.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys and sells back issues of Railroad Magazine, books, other railroadiana; big list free.

A. W. FRAKES, 3921 4th St., Pt. Arthur, Tex., will sell two rare 1918 issues Railroad Man's Magazine with back covers missing, tts., emp. tts., switch keys, oil lantern.

BARRY FRANKLIN, 15214½ Pickens St., Sherman Oaks, Calif., sells major rr. tts. (SAS)

JACK GARCIA, 1227 N. Formosa Ave., Los Angeles, Calif., sells trolley pix, all sizes. List, sample 15c.

T. J. GASCOIGNE, RR 4 Oshawa, Ont., Canada, will sell German Fed. Ry. pictorial '59 calendar.

ED GIBBS, 1553 E. 45th St., Brooklyn, N.Y., sells, trades all size negs. rr. tugboats, ferries. Also sells pix. (SAS)

W. T. GOLSON, Box 1791, Baton Rouge, La., wants pic or source of pic of GM&O smallest 4-6-2 built by Baldwin.

GRAHAME HARDY, Box 622, Carson City, Nev., buys, sells railroadiana, incl. new and second-hand books and magazines. Big list free.

H. C. HARTZELL, 130 S. Prospect Ave., Clarendon Hills, Ill., sells size 620 pix steam, elec., diesel CB&O, PRR, RDG, etc.

C. G. HEFLIN, 3003 S. 16th St., Arlington, Va., buys SOU tts. prior to '46, any size pix SOU rolling stock.

JIM HICKEY, 1409 Ruth, Austin, Tex., buys plans and pix frt. cars built 1885-1930, Car Builders' Cyclopedia, any size T&NO steam pix.

AL HUDSON, 128 Hann Dr., Birmingham, Ala., wants any size negs., pix, 8mm movies of Birmingham, Ala., trolleys.

Bass Fishermen will Say I'm Crazy . . . *until they try my method!*

But, after an honest trial, if you're at all like the other men to whom I've told my strange plan, you'll guard it with your last breath.

Don't jump at conclusions. I'm not a manufacturer of any fancy new lure. I have no reels or lines to sell. I'm a professional man and make a good living in my profession. But my all-absorbing hobby is fishing. And, quite by accident, I've discovered how to go to waters that most fishermen say are fished out and come in with a good catch of the biggest bass that you ever saw. The savage old bass that got so big, because they were "wise" to every ordinary way of fishing.

This METHOD is NOT spinning, trolling, casting, fly fishing, trot line fishing, set line fishing, hand line fishing, live bait fishing, jugging, netting, trapping, or seining. No live bait or prepared bait is used. You can carry all of the equipment you need in one hand.

The whole method can be learned in twenty minutes —twenty minutes of fascinating reading. All the extra equipment you need, you can buy locally at a cost of less than a dollar. Yet with it, you can come in after an hour or two of the greatest excitement of your life, with a stringer full. Not one or two miserable 12 or 14 inch over-sized keepers — but five or six real beauties with real poundage behind them. The kind that don't need a word of explanation of the professional skill of the man who caught them. Absolutely legal, too—in every state.

This amazing method was developed by a little group of professional fishermen. Though they were public guides, they rarely divulged their method to their patrons. They used it only when fishing for their own tables. It is possible that no man on your waters has ever seen it, ever heard of it, or ever used it. And when you have given it the first trial, you will be as closed-mouthed as a man who has suddenly discovered a gold mine. Because with this method you can fish within a hundred feet of the best fishermen in the county and pull in ferocious big ones while they come home empty handed. No special skill is required. The method is just as deadly in the hands of a novice as in the hands of an old timer. My method will be disclosed only to those men in each area who will give me their word of honor not to give the method to anyone else.

Send me your name. Let me tell you how you can try out this deadly method of bringing in big bass from your local waters. Let me tell you why I let you try out my unusual method for the whole fishing season without risking a penny of your money. Send your name for details of my money-back trial offer. There is no charge for this information, now or at any other time. Just your name is all I need. But I guarantee that the information I send you will make you a complete skeptic—until you decide to try my method! And then, your own catches will fill you with disbelief. Send your name, today. This will be fun.

Eric A. Fare, Highland Park 66, Ill.

Eric A. Fare, Highland Park 66, Ill.

Dear Mr. Fare: Send me complete information without any charge and without the slightest obligation. Tell me how I can learn your method of catching big bass from waters many say are "fished out," even when the old timers are reporting "No Luck."

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Address_____

City _____ Zone____ State_____

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POWER does it faster, better, accurately! Half a million wood workers use this famous saw to save money, cut time, and make home repairs, building, and hobby work a joy! Our mass production techniques bring you big savings. We offer, at only $9.95, a machine tool that sold for over $20 as far back as 1949! Yet this saw actually has more features than our costlier older models. Heavy duty, all cast iron and steel construction. Price includes massive cast mitre gauge, PRECISION GROUND CAST IRON TABLE, patented motor drive fits any motor! We guarantee this saw will do same jobs as ACCURATELY and as WELL as others costing up to $100. WE GUARANTEE IT —and almost half a million enthusiastic owners agree!

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Address .....

City ..... Zone ..... State .....

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This first comprehensive story of the little-known Climax locomotive is the result of years of research. The book tells the history of the builder, gives a complete description of the various types of Climax locomotives, and includes a detailed descriptive roster of them. One hundred four pages, 8½ by 11"; high quality paper; hard, cloth binding; full-color frontispiece; profusely illustrated by photographs and drawings.

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43 Hillcrest Road Madison, New Jersey

EUGENE HUGHES, 3216 Seneca St., Middletown, O., wants frt., pass. steam recordings.

PETER JEHRIO, 153 8th Ave., N. Tonawanda, N.Y., buys orig. negs. steam, diesel, elec., trolleys, any size.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., buys and sells back issues Railroad Magazine, Trains, model mags., NRHS bulls., etc. (SAS)

FRED KAISER, 1918 Drake Dr., Oakland, Calif., will trade SP San Joaquin Div. emp. tt. 191 (shows n.g.) for D&RGW n.g. emp. tt. in mint cond.

J. W. KISNER, you gave no address.

JOHN KLEIN, 1510 E. 72, Kansas City, Missouri, wants 3x5 pix US diesels, any rr.

H. M. KNIFFEN, Box 756, Poughquag, N.Y., sells 3½x5 pix steam, diesel, equip., many rrs. List 10c.

CLAYTON KOPPES, Box 178, North Newton, Kan., will sell Poor's "Denver, South Park and Pacific," Crum's "Rio Grande Southern," Trains bound vols.

J. KOWALSKI, 2300 W. 21st St., Chicago, Ill., sells back issues of Model Railway News.

ED KRAFT, 3427 N. Ottawa Ave., Chicago, Ill., sells various emp. tts. (SAS)

ALEX LA PRESTO, 365 West End Ave., New York, N.Y., wants pix, negs. D&H, GTW, CGW, B&M, CB&Q, CMSP&P snowplows and cabooses.

GEO. LARNED, Box 263, Bedford Hills, N.Y., will trade bound vols. Harper's Young People 1887-'95 for vols. of orig. Railroad Man's Magazine.

ANDY LIGHTLE, 61 Ronald Dr., of Montreal, Que., Canada, sells, trades CPR size 616 steam pix.

R. A. McCANN, 9890 Willow Ave., Grant Mich., trades 35mm through 616 diesel negs. C&O, NYC, GTW for diesel negs. all US rrs.

ED McGRATH, Box 376, Mahanoy City, Pa., will trade 10 rulebooks and 3 switch keys for similar items. (SAS)

L. D. MOORE, JR., 2102 Parker Ave., Portsmouth, Va., trades size 616 negs. eastern and southern rrs. for negs. of D&H, BAR, WM, Alton, M&SL, P&WV 4-6-2's.

JOHN NELSTN, 71 Humphrey Dr., Syosset, N.Y., buys, sells, trades any size color, B&W rr. pix. (SAS)

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells tts., emp. tts., other railroadiana. List, 8c.

GARY OLIVER, 5432 Ross St., Vancouver, B.C., Canada, trades 620 negs., 35mm color slides of Pacific NW shortlines, mainlines, for others.

Pvt. MALCOLM ORR, 18600270, Co. B (CLR) 4th Med. Bn., Ft. Lewis, Wash., buys any size pix steam on T&NO, IGN, Mexico rrs.

DICK PATTON, Box 573, Christiansburg, Va., sells p.c. size pix steam, diesel, electrics. List, sample 10c.

LOUIS PENNINGROTH, Larimore, 11510 Larimore Rd., St. Louis County, Missouri, sells color postcards of rr. depots.

FRANCIS POULIN, 1259 Wing Ave., Schenectady, N.Y., wants pix of Vt. trolleys, esp. Benn. & Hoosick Valley, Rut. Ry. Lt. & Power, Benn. & N. Adams St. Ry., Benn & Woodford Ry.

PAUL PRESCOTT, 139 McKinley Ave., Conneaut, O., sells size 616 loco pix; 40 page list, sample 12c.

WALT REDMAN, 8906 Piedmont, Detroit, Mich., sells back issues Railroad Magazine, Trains, Off. Guides '47-'59, rr. maps, tts.

ARNOLD IRVINE REID, Defensa 665, R. 46, Buenos Aires, Argentina, sells 35mm color slides trolleys, interurbans, steam in Argentina, Chile.

AL RELKIN, 268 Prospect St., East Orange, N.J., sells trolley pix LVT, Yonkers, ACT, MTA, PTC, P&W.

LEONARD RICE, 1639 Belvedere Blvd., Silver Spring, Md., will buy or trade for Baldwin Records nos. 1-7, 10, 21, 22, 25, 58; Locomotive Dict. '16-'22, Car Builders' Dict., 1909.

TUCK RICHARDSON, 434 Belt Ave., Efaula Okla., sells size 616 pix diesels, stations, MKT, other rrs. (SAS)

M. ROSENBERG, 73-28 Springfield Blvd., Bayside, N.Y., buys NYO&W tts., tkts., passes '50-'53, LIRR tts. pre 1900.

P. S. ROSS, 5 Oak Ave., Greenwood Mass., sells steam loco pix, all US rrs., sizes 116, p.c. No list (SAS)

JACK RUBIN, 133 Esplanade Dr., Rochester, N.Y., wants any size pix western n.g. steam 1860-'80.

TOM RUDDELL, 2127 Fairview St., Allentown, Pa., buys any size negs., 2x2 slides of abandonned Pa. trolleys, esp. LVT, Hershey, Conestoga.

BOB SCOON, Wiarton, Ont., Canada, will trade 2 pre-World War II British Rys. travel booklets, passes, for Railroad Magazine Feb., Apr., Oct. '59.

JIM SEACREST, 2750 Woodcrest, Lincoln, Neb., buys negs., 616 or larger, CB&Q, FW&D, C&S, Wichita Valley, Old Ben Coal Corp., Midland Elec.

R. E. SEARLE 16015 Via Granada, San Lorenzo, Calif., is disposing of surplus railroadiana. (SAS)

DAVE SHAYER, 432 Lawrence Rd., Havertown, Pa., sells back issues Trains, RDG, PRR emp. tts., Off. Guides. List free.

C. B. SHIRLEY, 2009 W. 71st St., Prairie Village, Kan., wants any size pix or postcards of Lancaster & Chester locos and 4-4-0 at Keene, N.H.

JACK SIMPSON, 5444 E. St. Clair, Indianapolis, Ind., sells and buys on approval steam, diesel, pix. (SAS)

JOE SMITH, 304 Picker Ave., Wood River, Ill., sells steam loco color slides. List, sample 30c.

ARTHUR SPELTZ, 505 Albert Lea St., Albert Lea, Minn., sells or trades circus, carnival pix. List 15c.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif., sells size 5x7 antique steam pix. (SAS)

J. W. SWANBERG, RFD 3, Newtown, Conn., buys or trades for CV, RUT loco number plates!

CHAS. THOMAS, 300 Ann St., Tawanda, Pa., buys any size pix, slides LV and PRR steam.

PAUL THOMPSON, 229 N. Summit Ave., Prescott, Ariz., sells 8x10 pix ATSF, DL 600B, SD24's.

W. C. THURMAN, 4621 Delor, St. Louis, Missouri, buys, trades or borrows MP steam negs., any size, in or around St. Louis.

R. E. TURNER, R.D. 2, Meadville, Pa., wants Pennsy loco keystone and clear pix of Pennsy 6495.

FRED ULER, 501 Laurel Blvd., New Castle, Pa., trades size 8x10 L&N pix for those of UP, B&O, CV, esp. steam.

DICK VIBLE, 7020 Mower St., Philadelphia, Pa., trades color movies PTC, PSTC for NOPS, EPCL.

D. VOYTANIC, 3419 W. 65 Pl., Chicago Ill., buys or trades trolleyana, steam loco no. and bldr. plates, rulebooks, switch keys, emp. tts.

BOB WEBSTER, 5244 Dunbar St., Vancouver, B.C., Canada, sells trolley transfers, tts., emp. tts., tkts., maps, etc. List 10c.

VIC WINTERMANTEL, Box 4200 Bellevue, Pa., trades rr. calendars, emp. mags., railroadiana for catalogs of farm steam equipment.

STEVE ZAWACKI, 19366 Fenelon Ave., Detroit, Mich., sells postcards of DSR Birney 194.

GREGG TURNER, Upper Bartlett Rd., Quaker Hill, Conn., buys and sells CV emp. tts., passes, train orders, other railroadiana or trades for New Eng. or Canadian railroadiana.

RICK JOWERS, 3967 Arden Way N.E., Atlanta, Ga., will sell good 616-120 negs. shortlines, industrial, steam, diesel, or trade for similar items.

R. S. HARRELL, 136 Morgan St., Barberton, O., will sell Railroad Magazine 1938-'60; Trains '48-'60, Modern Railroads '38, and tts. (SAS)

C. FEATHER, 442 Salvini Dr., Pittsburgh, Pa., wants bldr.'s number plates and movies on Pennsy T-1, SP cab-ahead, NYC Niagara.

AL ALBERT, 250 Phillips Terrace, Union, N.J., wants DM&IR steam pix.

HAROLD PHILLIPS, SR., 13509 Blenheim Rd., Cleveland, O., will sell model mags. and Trains, '48-'60, or swap for Railroad Magazines. (SAS)

JEFF WIEN, 2741 Garrison Ave., Evanstown, Ill., wants pen pal over 16 in Los Angeles area. Seeks 35mm color slides LAMAT eqpmt. in trade for recent Chi. area color slides. No list.

WM. FLATT, 184 Hillhurst Blvd., Toronto, Canada, wants pix or negs. of an interurban in Wis., O., Ill., Ind., Calif., N.Y.

J. SHAFER, 4359 Lafayette Rd., Evansdale, Iowa, wants pix of locos, trains, U.S. or Canada, also colored postcards; will swap or pay cash.

R. V. NIXON, 2004 Wylie Ave., Missoula, Mont., will accept best offer for 1130-page Loco. Cyclopedia, 1925, excel. cond.

DICK RUMBOLZ, 2819 Cedar St., Lincoln, Neb., sells pc size juice pix, Texas, Iowa, Canada, etc. Send 25c for list deposit.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J., sells Eastern steam and trolley pix. Either list plus 5x7 photo 25c. Both lists plus two 5x7's, 40c.

TERRY DURKIN, 5049 Canterbury Dr., San Diego, Calif., will swap pair rare Las Vegas & Tonopah switch keys for 4 diff. common switch keys.

ELMER BRASSWELL, 1581 Melrose Dr., Atlanta, Ga., has pix Georgia Power streetcars 4x5, 5x7, 8x10 to trade for what-have-you.

DAVE MacDONALD, Box 512, Villanova, Pa., will sell handsome, old, cancelled Katy stock certificates and kerosene switchmen's lanterns. (SAS)

R. F. AMBERGER, 86 Eagle St., Troy, N.Y., sells sizes 120, 616 negs., steam, diesel; no list.

STAN BULCIEWICZ, 68 Pinedale Rd., Asheville, N.C., will sell or trade NYO&W tt. dated 1879, emp. tt. dated 1939. Wants O&W switch key, lantern (any rd.), CERA Bull. 44.

C. E. HULL, 203 E. 16th St., North Little Rock, Ark., wants steam pix, size 616 or bigger, n.g., shortlines, or aband. rds., esp. Colo. or in South.

JIM WILLIAMS, 509 Donovan Rd., Lee's Summit, Missouri, sells size 3x4½ KCPS pix taken 1946-'7, 10 diff., $1. Sample 10c plus 4c stamp. No list.

B. L. BYRUM, P.O. Box 9021, Sacramento, Calif., wants pix and info. on Western logging rds. for book he's writing. Sells pix b&w, color, most sizes, Calif. shortlines, SP, WP, Santa Fe.

CARROLL SANDERS, 4614 Berkley St., Harrisburg, Pa., will sell or trade tts., emp. tts.; 8x10 and 3½x5 pix, many rds. List plus 3 pc size steam photos 25c.

A. von BLON, Box 6422, BU Station, Waco, Texas, will accept top bid for D&RG 10-share stock certif., 1888 or 1907.

MIKE HIGSON, 22 High St., Northwood, Middlesex, England, buys and sells new and old rr. books, buttons, badges, other railroadiana.

JOHN MACLEAN, 542 Cranbrooke Ave., Toronto, Canada, sells glossy color postcard Toronto Ry. single-truck open car beside PCC, 10c; 12 for $1. Only one subject. (Ed. says, Beautiful card.)

C. A. DETWYLER, Campbell Hall, N.Y., wants trailing-truck diagram, type used on Erie KI Pacifics.

Mrs. RAY HOIESMAN, Box 159, Ridge Rd., Largo, Fla., wants Railway Guide of 1851.

ALLEN JORGENSEN, 3818 New York Ave., Seaford, N.Y., buys any kind steam loco whistles.

JIM ROBINSON, 23 Blanchard Rd., Scituate, Mass., will trade size 616 diesel negs., NH, NYC, etc., on approval; no list.

RAY HOBIN, 937 Dumbarton Rd., Glen Burnie, Md., wants any size pix CNJ steam power.

DAVE SACKS, 277 Arnold Ave., North Plainfield, N.J., will accept top bid for about 500 assorted 1920-'40 tts., some elec.; also some 1940-'50 emp. tts. (SAS)

NICK HILLE, 33 Eldorado St., Apt. B, Arcadia, Calif., will sell for best offer marker lamps from SP 2-10-2 and tender, one of ea., good cond.

JOHN WEIGHTMAN, P.O. Box 696, Sacramento, Calif., will make copy neg. size 124 from any rr. pic, $1.

PAUL THOMPSON, 229 N. Summit Ave., Prescott, Ariz., sells pix Santa Fe, SP diesels. List.

RAY BROWN, RD 1, Middletown, N.Y., will buy all issues of R&LHS Bulletin.

O. H. BORSUM, 2741 Lansing Dr., S.W., Roanoke, Va., will sell to top bidder over $500 his rr. pass.-car collection, about 5000 prints, negs., mostly size 616, taken in past 20 years.

JOHN AARDEMA, 223 Slater St., Paterson, N.J., wants pc size pix Interstate locos; also 5x7 of Virginian rebuilt Nos. 800, 610; Clinchf'd No. 37.

WM. CASEY, 569 Sutby Ave., Battle Creek, Mich., will sell 6 switch keys, GR&I, PM. LS&MS.

JAY LENTZNER, Rte. 1, East Troy, Wis., will swap 12 issues Model Trains between Jan. '56, Dec. '58, for 200 tr. orders, any road.

Mr. GARRICK, Otranto Place, Dun Laoghaire, Ireland, sells Irish Ry. tts., $1 ea., or swap for U.S. emp. tts., Off. Guides, or rr. picture postcards.

W. D. WIKLE, Box 165, Attalla, Ala., will buy Bedwell's book "The Boomer," other rr. novels (no fact books nor short stories).

ART STENSVAD, 811 R. 3rd St., North Platte, Neb., wants to hear from anyone with 2¼-2¼ steam color slides, all rds., to sell or trade.

TOM LAWSON, 2533 Montevallo Rd., Birmingham, Ala., sells sizes 120, 616 steam, diesel pix, 6c ea. plus postage. Over 500 rds, mostly shortlines, industrials. (SAS, steam list)

BRUCE DAUNER, 10263 S.W. Riverside Dr., Apt. 5, Portland, Ore., sells b&w note cards, 4 diff. kinds, ea. reproducing one of his action steam loco paintings. (Ed says, These are very good.) ●

Model Trading Post

R. C. ALBERTSON, 5206 6th Ave., Brooklyn, N.Y., sells Lionel trains, accessories. List 5c.

MILTON CLARK, 6022 10th Ave., Kenosha, Wis., will trade CMSP&P train orders, Marnold HO Power-Pak for pre-'40 emp. tts. C&NW Wis., Galena Div. or CMSP&P Mil. Div.

TOM DRESSLER, 2708 Ritchie St., Portsmouth, O., will sell Lionel Super O gauge track, switches, locos, cars, accessories.

BILL FISHER, 419 Martindale, Fort Wayne, Ind., sells O gauge models ready to run.

BOB FITZURKA, 1648-A Otrs., Langley A.F.B., Va., will sell Flieschmann and Marklin equip. (SAS)

DICK FULLERTON, 54 S. Delmar, Ave., Dayton, O., wants HO gauge CNJ 2-4-0.

C. K. GIVEN, 2557 S. Parkview Dr., Norristown, Pa., trades or sells HO gauge interurbans, trolleys. (SAS)

BILL GRIMM, 204 Gregory Ave., West Orange, N.J., will buy Buddy L loco, perfect cond.

BOB HAINES, 23 Stickles Ave., Kingston, N.Y., wants live steam loco 1½" scale, 4-6-0 or 4-4-0; also Ulster & Del. railroadiana.

DON WOODWORTH, JR., RFD 2, Shelton Rd., Oxford, Conn., will sell S gauge AF pass. set or trade for HO guage equip.; good cond. (SAS) ●

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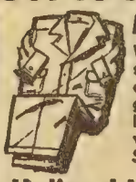

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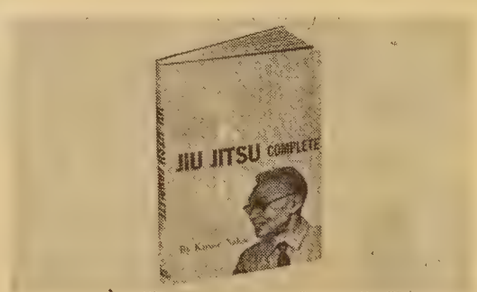
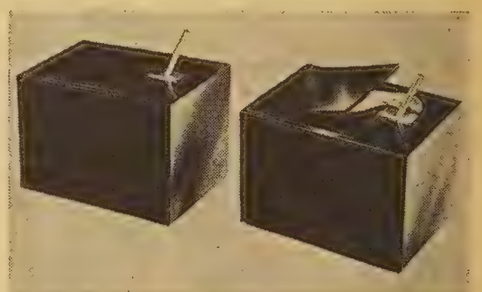


JUI JITSU COMPLETE, by Kiyose Nakae, covers every hold, throw, breaking trick, foot-and-hand techniques, etc. Thorough, practical and complete, the book carries step-by-step illustrations. Contains hundreds of clear-cut drawings. Tells how to ward off attack from any angle or position. $5 ppd. Modern Books, Dept. RB, Greens Farms, Conn.



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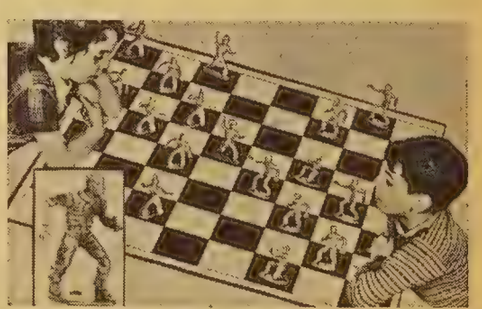

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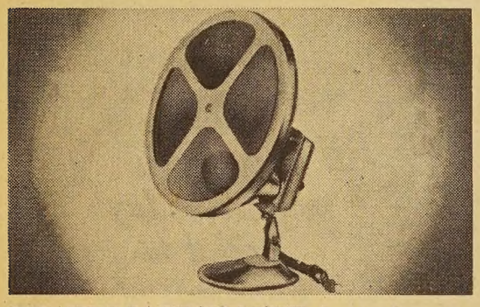

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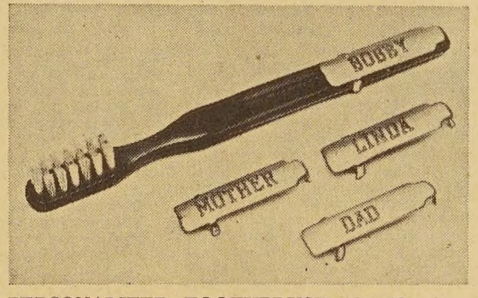

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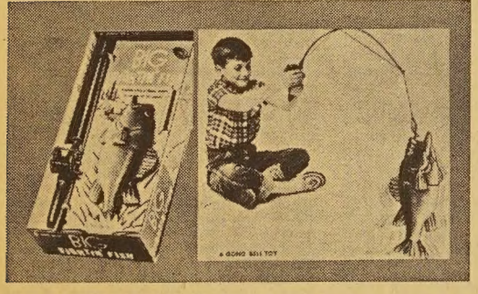

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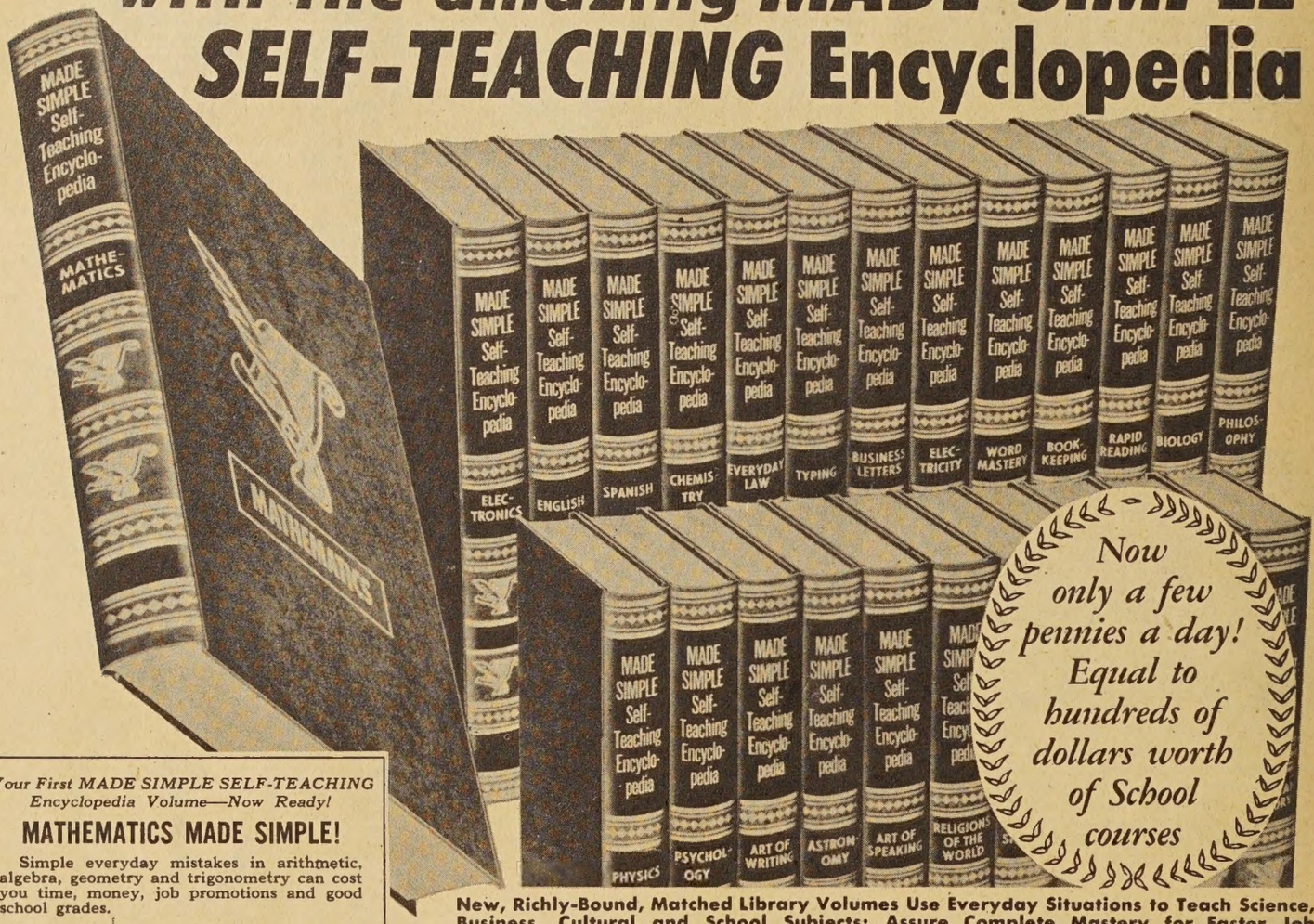

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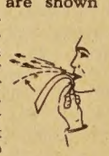

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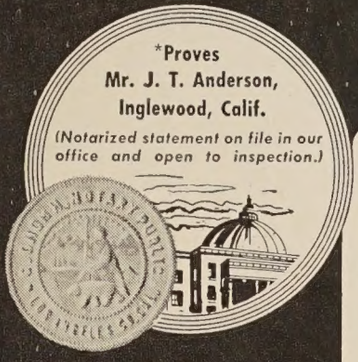

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